

Saturday Night

Canada's Magazine of Business and Contemporary Affairs

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Saturday Night

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INSIDE STORY

THE COVER: Executive aircraft, a new breakthrough in business.

Airborne executives are writing a new chapter in the book of Canadian business methods. Ownership of executive aircraft is rapidly gaining acceptance in this country—it already has it in the U.S.—as a fast, convenient and economical way to do business. This recognition, in turn, has created a surprising boom in companies which manufacture executive aircraft. **Harry McDougall**, who writes regularly on aviation matters, explains why business aircraft make good sense to Canadians and shows the range of choice open to businesses.

At the close of each day of his life the late **William Lyon Mackenzie King** recorded the events and his comments on them. Now his diaries, edited into book form by **Jack Pickersgill**, have become one of the most fascinating state papers in the history of Canadian politics. **I. Norman Smith**, associate editor of the *Ottawa Journal*, concludes his two-part report in this issue.

Few Canadians realize the extent to which Communists have penetrated one of the country's most important unions—the United Automobile Workers. **Frank Drea**, labor specialist of the *Toronto Telegram*, tells the story of conflict, divided councils and general turmoil which are preventing the union from making its submission to the Bladen Royal Commission—a body which it was largely instrumental in bringing into existence.

Wynford Vaughan Thomas, noted BBC commentator and war correspondent, takes a sentimental journey to some of the more famous public houses of his native Wales—crosses the pathway of, among others, **Dylan Thomas**—and comes up with a literary pub-crawl of warmth and charm.

New in this issue is the *Letter from Australia* in which a native, **Harry E. Mercer**, takes a fresh look at his homeland with eyes sharpened by eight years spent in Canada. The country's post-war growth is not immediately visible to the visitor but it is there all right and the orientation is now to the U.S. and away from England.

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Letters

Those Poker Faces

Congratulations to your A. J. Knowles, whose article "The Poker Faces of Latin America" [SN Oct. 1] shows, in my opinion, that he really knows Latin-America.

The chaotic exchange situation to which he refers has frequently been worsened by poker-faced invitations to foreign capital, followed by the slamming shut of the exit gate by the imposition of exchange controls of a rigid nature, or by "legal" expropriations of foreign capital or property, of which Cuba has given us a recent example.

Chile, years ago, took from the British its world-wide nitrate industry, and killed it. The power and light companies were given the option of the payment of multi-million peso fines, or be taken over. After oil refineries were built and functioning, Mexico expropriated the oil industry. Argentina took one of the finest railway systems in the world from the British in exchange for war-shortage food for Britain, when it was that or nothing.

I agree with Mr. Knowles that "the general attitude towards foreigners of all nationalities is that they are there to exploit"; but I think that the reverse is what really happens.

ROYAL OAK, B.C. "GRINGO"
P.S. My name is best omitted—I have friends in Latin-America.

Broader Outlook

In Comment of the Day, [SN Oct 1] you state:

"The Russians swept many of the events at this year's Olympics and if we cannot see that writing on the wall, we should remember that Germany swept them in 1936."—And lost a major war they started a few years later.

This supports a "sour grapes" theory of mine, which history also seems to bear out: Gladiators domineer but don't dominate. As a non-athlete, it always appeared to me that athletic prowess comes with a built-in vision of grandeur, belligerence, and sometimes, even with "super-race" overtones. The Olympic Games evolved from war-like beginnings—to hurl a spear, handle a sword, etc, but modernization has not advanced to contests in button pushing and count down required of the modern warrior. And Wellington

notwithstanding, battles are not really won on the playing fields anymore.

So I must defend the previous generation who did not have an athletic aptitude to match its youth in 1936; because these same sedentary spectators were apparently broadening their minds as well as their posteriors, as evidenced a few years later by the paucity of Olympic medal holders among those who developed Radar, the Manhattan Project, and other weapons that turned the tide.

Even though I disagree with your petulant "Do as I say, not as I did" exhortation for physical excellence, I must agree with that part of your statement: "we can't afford to be intellectually lazy"—, since it appears likely that the space (and world) conquerors of the future, though flaccid and preferably emaciated, will be intelligent. A dim view—but I'm afraid the end result of our present direction of progress; and it will be this sinewless type who will make up the vast majority in the "bleachers" of the "brave new world" to watch the few, professional, entertaining, but otherwise useless, athletes.

LONDON, ONT. JOHN DALY

Compulsory Salt

Your "Medicine" page recently gave a doctor's advice for acne sufferers. Among foods to be avoided is listed iodized table salt. How does one avoid iodized salt without avoiding table salt entirely?

According to evidence presented to the Ontario Fluoridation Investigating Committee, the use of iodized salt has been compulsory in Canada since about 1951.

Canadians, therefore, have no alternative choice in table salt. In all other countries, except Switzerland, people are free to use iodized salt or uniodized salt, as their physicians prescribe.

Two thousand years ago, medical and nutritional wisdom was sufficiently advanced to prompt Lucretius to observe that "one man's meat is another man's poison".

"Eternal vigilance is the price of liberty" is a slogan that all professions, including the medical, should never forget whenever compulsory treatment of any kind is suggested.

WINDSOR FRED A. BURR

Sharpened Tool

As regards the brief debate between you and Mr. Wheeler about the spelling of "all right". Written English is an instrument or tool of communication and must be kept sharpened. You have doubtless forgotten that *The Shorter Oxford Dictionary*, like its big brother, the N.E.D., is a history not a prescription.

KINGSTON

C. J. VINCENT

Market Methods

It has been most stimulating to see you are continuing your expose of Stock Exchange methods and dealer habits in Canada, especially in Mr. Baiden's article of Oct. 1. I can no longer refrain from saying that in my humble opinion these items in themselves are a terrific contribution to the cause of ethics and decency and look forward to the results of your continued efforts with great expectation.

VANCOUVER

TRAVERS STEEVES

Cracking the Whip

What a great satisfaction it is for so many of us to see your articles re the stock market in Canada continued in the Oct. 1st issue via R. M. Baiden's "More skulduggery in the Stock Market". I am especially concerned with the paragraph that shows how many reputable houses promote what they have an interest in first and crack the whip on their salesmen to do so, with minimum regard for clients' interest.

One wonders how far the Justice Dept. in Ottawa is interested in this facet of brokers' dealings. In any event we do hope the Minister has read all your articles since Feb. 6.

NEW WESTMINSTER CHAS. R. BOWLEN

Debt in BC

Your recent article on Premier Bennett of British Columbia [SN Sept. 17] deserves some comment, particularly regarding Mr. Bennett's supposed fiscal marvels:

—you state that when Mr. Bennett came into power, British Columbia's public debt exceeded \$200 million, with debt service charges totalling some \$20 million annually;

—as of June 30, 1960, the total debt of various provincial agencies, authorities

and corporations totalled \$571 million, or more than twice the amount outstanding when Mr. Bennett took office; this debt is fully guaranteed as to principal and interest by the province, and is, for all practical purposes, a direct charge on the province's tax revenues.

Your assertion that British Columbia's credit "is now as good as any provincial government's" is not consistent with the facts, as anyone in the bond business can tell you.

If "Mr. Bennett was appalled by the province's financial situation when he took office" one can assume that he ought to be more than a trifle dismayed right now.

MONTREAL

RICHARD LOCKE

Eichmann and Law

May I be permitted to comment on Raymond Rodgers' article "Eichmann's Capture and its Consequences" which appeared in your issue of October 1st.

I would like to stress at the outset that, as far as the field of international relations is concerned, there remains today no outstanding issue connected with the apprehension of Eichmann, neither on the bilateral plane between Argentina and Israel, nor on the multilateral plane of the United Nations. The debate which took place in the Security Council on this subject and the subsequent settlement reached between Argentina and Israel have fully settled the issue to the satisfaction of all parties concerned.

As to Dr. Rodgers' approach to the issue, the following seems to be relevant:

(a) Dr. Rodgers' analysis and conclusions as far as Israel is concerned are predicated on his assertion that Eichmann was apprehended by "agents" of the State of Israel. The record is different. The Israel statement on the apprehension of Eichmann by Jewish volunteers was not disputed by Argentina, neither in her note to Israel nor in her presentation to the Security Council.

(b) Dr. Rodgers claims that "the Security Council believed that the Jewish Volunteers were, regardless of citizenship, Israel Agents acting upon information given to them by Israeli sources". There is no statement whatsoever in this respect in the resolution of the Security Council on the issue and neither in the preamble nor in the operative part of the resolution is there a finding that Israel was held responsible for the apprehension of Eichmann or for a violation of international law in this connection.

(c) Dr. Rodgers wonders why Israel expressed "any regrets at all", if Eichmann was really apprehended by "Jewish Volunteers", and he suggests, therefore, that these expressions of regrets constitute an indirect admission by Israel of its responsibility for the apprehension.



When fully matured, the whiskies for Wiser's 101 are taken out of small oak barrels for blending, then returned to the same barrels for an additional lengthy period. This is known as the "marrying"

period in which Wiser's 101 slowly reaches perfection in character, flavour and smoothness. This costlier "marrying" is what makes Wiser's 101 the smoothest 6 year old whisky you can buy.

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However, both the Prime Minister and the Foreign Minister of Israel made it very clear in explaining the nature and motivation of Israel's apology that what Israel was apologizing for was the action of its nationals involved in the apprehension of Eichmann, and only for that. There exists an essential difference between the violation of the sovereignty of a state, which can be committed only by a state or its accredited agents, and the violation of the laws of a state by foreign nationals.

In the Eichmann case the latter was the relevant. Since Israel is the custodian of the *corpus delicti* of the violation of Argentine law, it was up to Israel to apologize for action by its citizens, and no further conclusions can be drawn from this act.

(d) In Dr. Rodgers' opinion the terms of Israel's apology to Argentina cannot be regarded as an appropriate implementation of the resolution of the Security Council. However, the representatives of France, U.K. and U.S.A. stated expressly in the Council that the apology rendered by the Minister for Foreign Affairs of Israel (which did *not* include an expression of regret "for breach of international law acknowledged as such" required by Dr. Rodgers) was adequate and should enable the issue to be closed. This statement was not challenged by any member of the Security Council, and only on its basis the necessary majority of 8 votes was achieved.

In this connection, the final Argentina-Israel communiqué on settlement of the question, which was issued on August 3rd, is very significant. It reads as follows:

"The Government of Israel and of the Republic of Argentina, animated by the wish to comply with the resolution of the Security Council of June 22, 1960, in which the hope was expressed that the traditionally friendly relations between the two countries would be advanced, have decided to regard as closed the incident that arose out of the action taken by Israel nationals which infringed fundamental rights of the State of Argentina."

(e) Dr. Rodgers asserts that "at this stage, it is more important to foster the growth of a world legal order than to capture Eichmann and openly remove him to Israel." Would indeed the growth of a world legal order have been "fostered" if the man who, according to the Nuremberg judgment of October 1st, 1946, was in charge of the "final solution of the Jewish problem" which resulted in the extermination of six million human beings, and who, according to the evidence of Rudolph Hoess, the Commandant of the Auschwitz Camp, was "completely obsessed with the idea of destroying every single Jew that he could lay his hands on", were still at large today?

MONTREAL

L. M. BLOOMFIELD

SATURDAY NIGHT

Comment of the Day

Coyne on Canada

THE BATTLE LINES for the next Federal election are already being drawn. It is quite clear that the Canadianization of manufacturing industry is to be one of the central points at issue.

Walter Gordon started the campaign with a speech in Vancouver two months ago and his speech, plus a paper by Michael Barkway, was very much part of the Liberal Brains Trust held in Kingston the second week of September. Then, in a speech to the Chamber of Commerce in Calgary on October 5th, J. E. Coyne, Governor of the Bank of Canada, had his say—and his say was very pungent and to the point.

What Mr. Coyne maintains is that the increase of job opportunities in Canada must come from increase in the Canadian content of manufactured goods. He pointed out, for example, that research programs for industry generally are carried out in the States, merely implemented in Canada. He showed also that top management is often top-heavy in Canada because it duplicates top management of the parent company in the United States. (A form of window-dressing which is very expensive, since top management, even when their decisions are not final, still come at a very high price).

Thirdly, he showed that 40 per cent of the value of a so-called Canadian car is, in fact, produced and finished in the United States then merely incorporated into the shell manufactured here.

What Coyne argues for is more autonomy in Canadian subsidiaries, more control over the whole finished product and less importing of parts from the United States. He further argues for increased design and research effort in Canada so that, for example, "the Canadian automobile industry" could build "a Canadian automobile designed to meet special Canadian conditions or incorporating Canadian ideas".

Such research and design must come to Canada if we are not to be faced with increased unemployment. For as automation begins to really snowball we may find ourselves in the position where we pay for our Canadian youngsters to be trained, but have to let them go to the United States to use their knowledge. Then when they have designed expensive

automated machinery and had it built in the United States, we import it at great cost.

In other words, Coyne sees, unless we take active legislative steps to prevent it, Canada becoming not a nation of hewers of wood and drawers of water, but a nation of oilers and cleaners—oiling and cleaning expensive machinery imported from the United States, though designed by expatriate Canadian technicians. A gloomy prospect.

Coping With Khrushchov

KHRUSHCHOV HAS GONE back to Russia, having been in the United States nearly a month. During that time he dominated the United Nations and the press of the world by his arrogance, his bluster, his humor and his shrewdness. He also emerged as the powerful single leader of Soviet Russia. Committee rule, which was enthusiastically welcomed by Khrushchov after the death of Stalin, is now as dead as Stalin. And Khrushchov in his own way is as formidable an opponent as Stalin ever was.

Now that he has gone back, the Western world might well wonder what it must do to cope with him for there is no doubt that so far this year he has had all the diplomatic initiative. He has disrupted the United Nations, he wrecked the Summit meeting and though he didn't get all the neutrals into his camp as he had hoped, he has made them very leery of jumping onto the Western bandwagon.

For the fact is that the United Nations is now in a curious mixed-up state and with the admission this session of the newly independent African territories the balance of power is no longer safe in Western hands. And though the newly emerged nations are not necessarily pro-Communist they are avowedly anti-imperialist and we shall have to impress them as well as just woo them, if we are to shake them out of their present antipathy towards us.

The first thing that the West as a whole must do is to persuade the Americans to recognize Red China. For it is ironic to a degree that places like the Republic of Chad, of Guinea and the Gabon are now members in full standing of the United Nations whilst the regime of Chou En-lai is still outside the pale,

even though it is the effective government of the biggest nation on earth.

These newly independent countries don't understand democracy as we do and they may be quite willing to step into the Soviet orbit so long as they can run their own affairs in their own fashion. And why would they choose to throw in their lot with us in the West if they see that we are so stupid diplomatically as to ignore Red China and are so split amongst ourselves as to form no strong buttress against the spread of Communism? If one puts side by side the recent statements of de Gaulle, Eisenhower, Macmillan and Adenauer, one can see all too quickly the deep divisions that there are externally—not to mention the internal divisions in France over Algerian war and in Britain over nuclear disarmament.

To face the monolithic structure of international Communism we must have far more than the eroded face of NATO and the crumbling Western block in the United Nations.

Thinking Makes It So

THE MEETING of the Provincial Attorneys-General in Ottawa earlier this month may have evolved in private a better understanding than they made public. Unless it did, the November meeting to "repatriate the Constitution" is doomed to disaster.

The first step is to establish why we want to repatriate the constitution. Surely that is clear. We want to be master of our own destiny and be able to alter the constitution of the country to meet with changing conditions. But if there are specific issues pending, they must be codified and agreed on by the provincial Attorneys-General.

When we have agreed why we want the constitution back and for what immediate and specific purposes, then there should be no difficulties about getting an agreement to bring it back.

But the line taken by the Federal Government so far seems to be that the constitution should be taken out of Westminster's hands even before Ottawa and the ten constituent provinces decide what they want to do with it. This is rather like adopting a baby without knowing how you intend to bring it up.

OOH!

and

AHH!

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Only the very finest furs are available at Jean Courtot's. How, then, can we say that they are not necessarily expensive or beyond the reach of the not-very-rich? The answer is simply this:

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LONDON



NEW YORK

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If we can't agree on what we want to do with the constitution, then let's not bother to get it back from Westminster. If, as a nation approaching its one hundredth birthday, we have less sense of national identity and purpose than Ghana and Nigeria, we had better leave the whole matter in London. For the only way to escape colonialism is to agree not to be colonial. And that far we have no yet, apparently, advanced.

Cartels and Communism

FIVE OF THE LEADING oil producing countries in the world—Iraq, Iran, Kuwait, Venezuela and Saudi Arabia—have now decided to form an oil cartel. Although the details have not yet been worked out, a recent conference in Bagdad indicated that all the countries had agreed to restrict production to the present world level so that existing prices can be maintained.

Twenty-eight coffee producing nations have already signed an international coffee agreement. These 28 countries now control more than 90 percent of the world's exportable coffee production and it is the purpose of the agreement to restrict production and to store any excess, again to keep world coffee prices stable.

In the United States and Canada we are committed to paying subsidies constantly to farmers to restrict production of wheat, cotton and other staples to keep international prices stable.

Yet free enterprise is supposed to be the basis of our entire political structure. And industry is constantly telling its workers that increased productivity is the answer to all our problems. How can we urge labor to produce more and restrict primary producers so that they produce less?

Again, the cozy arrangement now being worked out in wheat, in oil, in coffee and in other staple products can be easily upset by Communist nations which will have nothing to do with them.

In other words, capitalist countries, including those newly independent in Africa and Latin America, are being urged to freeze world trade at a time when vigorous salesmanship and a thorough sharing of the world's goods is the best way to prevent the uncommitted nations from going Communist.

What is the matter with capitalism, which is supposed to be based on productivity and salesmanship, that it has to stultify and stunt further trade growth at a time when that growth can benefit the whole world politically and economically? Isn't it about time that those nations who are committed to the ideals of free enterprise in theory, put it into more obvious practice? Especially since international cartels are the easiest target, politically and economically, for the rising production and energies of Russia, China and their satellites.

Canada Should Speak

WITH THE REFERENDUM firmly behind him, Prime Minister Verwoerd of South Africa feels even more secure in his race policies than ever before.

But his majority in the referendum was very small. The Nationalists won approval of their republic idea by a majority of only 74,080 votes out of 1,625,836. Since 55 per cent of a majority of the voters are of Dutch descent anyway, this lead is even less significant.

Yet it is clear that on the basis of this small majority Verwoerd is going to push ahead, renounce the Queen and set up an even more repressive government machine to keep the 12 million blacks in South Africa in what he, in his lack of wisdom, considers to be their proper place.

But South Africa can't remain in the Commonwealth as a Republic unless all the other members agree. It is unlikely that Ghana, Nigeria, Malaya, India and Pakistan, to name but a few, will approve of Verwoerd's membership. But it should not be left to them to decide. Canada should be firm about this. Verwoerd wants to perpetuate a system which everyone knows is headed for tragedy and will disrupt not only South Africa but Africa as a whole. For when the final clinch comes, as has already been publicly stated by high officials in Ghana, they at least, will go to the aid of black South Africa, with force if necessary.

There is no place in the Commonwealth for Verwoerd and his policies. He is a dictator and a racist. Now the opportunity has come for a clear statement of principle from the other members. Canada should enunciate it.

The results of such a move would be very salutary. Not only would it make the Commonwealth more noted in the eyes of the rest of the world, but it might also give the large white minority in South America something to hope for. For Verwoerd is very optimistic when he thinks that membership in the Commonwealth is of no great importance to South Africa. The fact is that capital is desperately needed in South Africa and as Sir Harry Oppenheimer said earlier this year [SN July 23] capital is avoiding a place so obviously headed for turmoil.

South Africa needs the Commonwealth and it needs money from capitalist societies. She won't get them if she is expelled from the Commonwealth and that threat in itself might make Verwoerd think again.

An early statement of intention by the Canadian Government would certainly get support from the other members of the Commonwealth and would do incalculable good. We should not let the opportunity slip.



Portrayed for Tilden by the noted Canadian photographer, Walter Curtin

Renting that Tilden was an inspiration!

Here they are miles from home. He's attending a convention — but with time between meetings to take his wife shopping, sightseeing or out to dinner and a show. So what could be more convenient, *more pleasant*, than that shiny Chevrolet—reserved in advance through their home-town Tilden man! *You can reserve a car just about anywhere, home or abroad, through Tilden.*

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How Canadians plan for tomorrow



Today, young Buddy Adams became a "businessman" just like his dad

This morning, Buddy Adams was almost bursting with excitement. School was closed, and he and his mother were going down to his Dad's office—"to talk business," says Buddy. Then over to Canada Permanent, to open a savings account all his own!

"And what a businessman he was!" Kathie Adams told her husband Roy at supper. "He even asked the teller to take special care of his money, because he was saving for a new bike!"

Roy can well appreciate Buddy's excitement. He remembers his own first bicycle—and all the nickels and dimes he saved to help buy it. Now, he wants to teach Buddy the value of saving. "Of course, we'll make sure

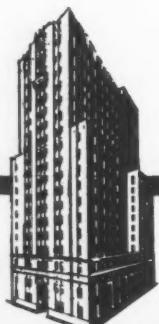
his account grows," Roy says. "But he must still learn to save for the things he wants in life."

Roy purposely selected Canada Permanent for his son's savings. As an accountant, he has often dealt with Canada Permanent and knows its long background in savings and other services. And he likes the excellent rate of interest Canada Permanent pays—"that's why we keep our family account there."

Like the Adams, *your* family probably has something special to save for . . . a trip, a new car, the children's education. And *you* will find it pays to save with Canada Permanent, where your money grows *faster* at a high interest rate, and your goals are reached *sooner*.

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SATURDAY NIGHT



Col. Ralston went overseas to get facts on manpower. Here he meets officers of Canadian Military Headquarters.

King and the Conscription Crisis

by I. Norman Smith

IN THE FIRST ARTICLE on the war record of Mackenzie King, a work edited by J. W. Pickersgill and composed almost entirely of extracts from King's diary, we left King in a rage and "ready to strike anyone who spoke to me". It was a combination of nervous exhaustion and the suggestion by E. W. Beatty that he take R. B. Bennett into his Cabinet.

There are numerous such incidents in this account of the war from Sep. 1939 to May 1944. In many of them he threatened to resign. Indeed, his own warnings of resignation out-number the warnings and actual resignations of his colleagues—and they were frequent enough. King's threats were perhaps just threats, but his calm rejoinder: "All right, I'll quit too" was usually a most effective closure to Cabinet insurrection.

Fascinating and sometimes shocking as are the revelations in this book, perhaps the abiding wonder must be that King kept so frank a diary and at such length. No matter how full the day, he concluded it by dictating an extensive account of who did what and who said what, whether in the secrecy of Cabinet or caucus or over his tea table at Kingsmere (Lord Athlone took three helpings of strawberry jam).

Specially did he find time and space to record there every kind word said of him by colleague, opponent, press or public, and there would be confident entries of how at some small party or other they all enjoyed his company.

Was it done to buoy up his own spirits, or perhaps to aid him or someone else to write the story of his life? The answer

is not easy, for he was almost (but not quite) equally faithful in recording his depressions, his agonizing appraisals of his shortcomings.

My own guess is that despite his frequent protestations that he was not lonely he was in fact terribly lonely and this diary served for him something of the function of a close friend. He could there discuss his weaknesses and perhaps thereby diminish them; he could there set down his policies and by their repetition gain conviction and reassurance. And—so often—to his diary he would confide that in the arrival at a decision he had found some Higher guidance surely revealing that he was the instrument: the diary entry seeming itself an act of acknowledgment and thanksgiving.

How quickly the scene changes as the pages turn! Here is the secret mischief of Roosevelt planning outer-sea convoy work without declaring war, here is C. D. Howe's written resignation from Cabinet in July of '41 because his colleagues didn't support him in stopping the labor strike at Arvida, here is portly King in the arms of Winston Churchill and the two doing a dance on the living room floor, and Princess Margaret making "crossed eyes" at dinner to amuse the company and being scolded by her parents.

Conscription, ah that! It bedevils this book for it runs its course through most every page, but Pickersgill might well reply "how else tell the story of King's conduct of the war?"

King kept telling caucus and Cabinet that he would resign rather than enforce

conscription. He told McNaughton there'd be no conscription and wrote in his diary that in his advocacy of conscription Ralston "lacked vision and statesmanship".

But by January, 1942, King relented to the point of agreeing that he would have to use a plebiscite to get the country to relieve him from his pledges against conscription. It wasn't that he'd now use that measure but he did at least agree that he might have to, and so he sought the people's approval to the formula "conscription if necessary but not necessarily conscription".

What would happen, asked a Liberal in caucus, if the plebiscite voted down conscription but conscription were needed? King replied that to force conscription would be playing Hitler's game and dividing the country: "we would have to enlarge our jails and use our tanks and rifles".

It was just about this time, February 9, that King's elation at the by-election defeat of Arthur Meighen and of a Hepburn revolt knew no bounds.

"I felt tonight that public life in Canada had been cleansed, as though we had gone through a storm and got rid of something that was truly vile and bad. There was never such treachery on the part of a Leader of a Government towards another Government supposed to be of the same political stripe."

That referred specifically to Hepburn rather than Meighen, but the book is sprinkled with indictments upon Meighen revealing King's great delight that he would not have to face him in the Com-

mons, that very special kind of ecstasy reserved for relief from fear.

General McNaughton was back from overseas in March of '42 and told King the officers overseas didn't want conscription and nor did he, but Ralston as defence minister was hard to persuade. The plebiscite on April 27 released King from his no-conscription pledges all right, but Quebec province voted the other way and that left the hurdle still there.

About now started a three-month argument with Ralston, Angus Macdonald, "Chubby" Power and others. They held that the government should now announce that if it wanted conscription it would put it in effect and get Parliamentary approval afterwards. King insisted instead that Parliament be told if and when conscription was necessary and be given two days to debate the issue. King said it was all one anyway, that Parliament would certainly approve the move if the government sought it. Ralston *et al* felt this was a watering down of the authority already given by the plebiscite.

On May 9 Cardin resigned because of the Ralston demand, Cardin going out even though King had replied that he too would then have to go! By May 21 Power warned he too might have to resign, being without support for his views in his own province.

The diary is now clogged with conscription, King telling in detail what he told them all in caucus, in Cabinet, in the House. There is high drama here, Angus Macdonald throwing back his head in Cabinet disdain, Ralston submitting his resignation in writing, King fighting stubbornly on in Cabinet and Commons while Ralston took notes at his elbow and while on King's desk was Ralston's still-unaccepted resignation. At one point King urged that he himself be allowed to resign the Prime Ministership and concentrate on External Affairs.

But Bill 80, repealing the no-conscription pledges, was carried by July 23. "I spoke for nearly two hours . . . with only a few notes." The first conscription issue was over, but only seemingly. It remains the running subject of this diary which ends May 1944 and will, upon Ralston's eventual resignation, indubitably be the highlight of the second volume which we are to have from Pickersgill in due course.

There came now such things as the sadness of Dieppe (in August) and dispute about its wisdom, high level debate on whether the Free French should have support, the changing of the name of the Conservative Party (in December) much to the delight of King who wrote "it were as though the name of the Party itself had become distasteful to its own members".

Churchill and Roosevelt at Washington in May of '43 bring the shine of sun upon the bayonets, a premonition of vic-

tory. Churchill told him he (King) was the "outstanding imperialist today. Not only do you stand out in history as the great unifier of your country, but you will be judged by the war effort of your country at this time, and there has been nothing finer in the whole war".

But that did not prevent King from becoming extremely angry at Churchill and the British on July 18 for not mentioning that Canadians were in on the first landing on Sicily. He telephoned Roosevelt and got support for his ire, but the British muffed it. Within a few days King told the U.K. High Commissioner Malcolm Macdonald that if Churchill persisted in his "insolent" attitude on this he would seek a dissolution and go to the country on the issue. King spoke of the British "deliberately leaving Canadians out of the picture after they have given the last three years to safeguarding Britain"—but Malcolm Macdonald, that intrepid bird watcher, handled the two gamecocks superbly and Canada did not go over to Hitler's side.

Within a month, indeed, Churchill had joined King and FDR in Quebec and the Churchill-King row was forgotten. Churchill gladdened King's heart by saying, apropos the Liberal loss in four by-elections on July 9, that "by-elections are as a fire started on ice, that it blazed up very much at the beginning but did not necessarily spread . . . and went out after a while." In return Mr. King said in a speech at a formal dinner that "but for Churchill and his courage and leadership the British Empire would not be in existence tonight . . . he was the one man who had saved Britain . . ."

On getting back to Ottawa King must have had in mind that reverse in the by-elections. He got after a Knox church minister for distributing a pamphlet bearing the faces of FDR and Churchill under the caption "Our Leaders"—what about King? He told Senators that they owed their lifetime jobs to the Liberal Party and should help organize the Party for elections. He told caucus that he was getting tired; felt all right in the mornings but come evening unequal to his tasks. He would lead them into another campaign if they wished—but only if they'd get to work at organization and discipline. That was in September, 1943.

But by October trouble came from another quarter—his wishing to be more conciliatory with labor strikers. He told Messrs. Ilsley and Howe that if they wanted someone to use coercion in regard to labor and price ceilings and the like they should get someone to take his place. They all stuck together but the differences were sharp.

Possibly the main cause of many of these outbursts was that behind the scenes for several months he was having to deal with a crisis related to General McNaughton. By Nov. 10 the latter had asked to

be relieved of his overseas command owing to ill health. Both McNaughton and King felt he had been prodded to do this by Ralston. Ralston on the other hand said the British military chiefs had said McNaughton was not well enough to lead in action.

The diary deals exhaustively and exhaustingly with all this, including such associated problems as Ralston's offered resignation and Power's assertion he agreed with Ralston. Norman Robertson is given much credit for cooling off an oven-full of hot heads but it took many months and not until February 1944 was the first act of this drama ended.

It was to break out again still more harshly in later months when Ralston made his own resignation firm—but that is presumably in the next volume. It is interesting to note, however, that on April 20, before leaving for London, King went over Senator Crerar's head and named Ralston acting Prime Minister. Wrote King in the diary, of Ralston: "Considering the part he has taken, excepting the tendering of his resignation which I still have in my possession, he certainly merits that mark of confidence."

Over in London, incidentally, King showed no lessening of vigor at the conference of Prime Ministers. He stood adamant there against every argument and blandishment put forward for the creation of some kind of central Commonwealth committee or organization. The persuasion was plausible and well mingled with flattery and high social honors, but King would have none of it. (If this reviewer might venture an opinion on this one matter it would be to say that King was at his wisest and best in this engagement.)

At that point this report of the book should close. But it is not easy: such tidbits cry for outlet as King offering the chairmanship of the CBC to B. K. Sandwell, as Crerar telling King to name Simonds as his successor if he were killed, as Montgomery making King pledge no political interference with military matters.

Pickersgill has made a living history of the intriguing diary of a great and strange man. Being a Liberal he may have chosen selections favorable to his leader, but he has linked the diary excerpts together with remarkable skill and has modestly confined his own comment to an almost regrettable minimum.

Pickersgill was on Mr. King's staff a long time: his known wit and mischievous disrespect of most things could combine with his knowledge of the events to give us, after the diary is finished, a delicious reminiscence—a kind of present-day confessions of an opium eater. That, too, would be a book to buy and remember—but he'd have to resign from the Party first!



Twin-engined "workhorse" aircraft such as this Beechcraft Travel Air bring new flexibility to management.

Executive Aircraft: A Business Breakthrough

by Harry McDougall

FOR SOME, it's mainly a matter of prestige. For others, it's commonsense economics. For many, it's a combination of both. But for all these reasons, Canadian businessmen are finding it pays to operate their own aircraft.

Nor is this a trend wherein the pace is set by the corporate giants. True, the big boys — the oil companies and large manufacturing concerns — have the biggest and showiest executive aircraft; but the backbone of business aircraft in Canada is still the single- and twin-engined airplane. The biggest users of business — or executive — aircraft are owner-operator businessmen and corporations located just beyond convenient road or rail transportation to major centres.

How big is the executive aircraft business in Canada? There is no accurate answer to this question because no federal authority keeps track of the number of privately-owned or corporation-owned aircraft used for business purposes. All aircraft outside those used in airlines are classified as privately-owned. This category, therefore, includes both aircraft used for business and aircraft used for pleasure. As of March 31, however, there were 4,194 private aircraft licensed in Canada. This figure compares with 200 owned by airlines and 2,500 by the R.C.A.F.

The industry estimates that there are probably 600 single-engined aircraft in Canada used mainly for business purposes. In addition, there are an estimated 200

twin-engined aircraft and only two or three four-engined aircraft. At an average cost of \$15,000 for singles and \$60,000 for doubles, Canadian businessmen have an investment of more than \$20 million in operating business aircraft. This is exclusive of the plush four-engined purely executive aircraft where the investment is estimated at a further \$5 million.

These estimates also show the general breakdown of the use of business aircraft in Canada. First, the single-engine aircraft used mainly by an owner-operator to transport himself, and occasionally a passenger, on business and some pleasure. Second, the twin-engined aircraft used as both a personnel transport and general workhorse by a medium-sized corporation. Third, the

pure executive aircraft reserved exclusively for upper echelon executive transportation. In addition there are special-use aircraft. These are airplanes used for exploration, (mapping and servicing of remote areas, for example), and helicopters.

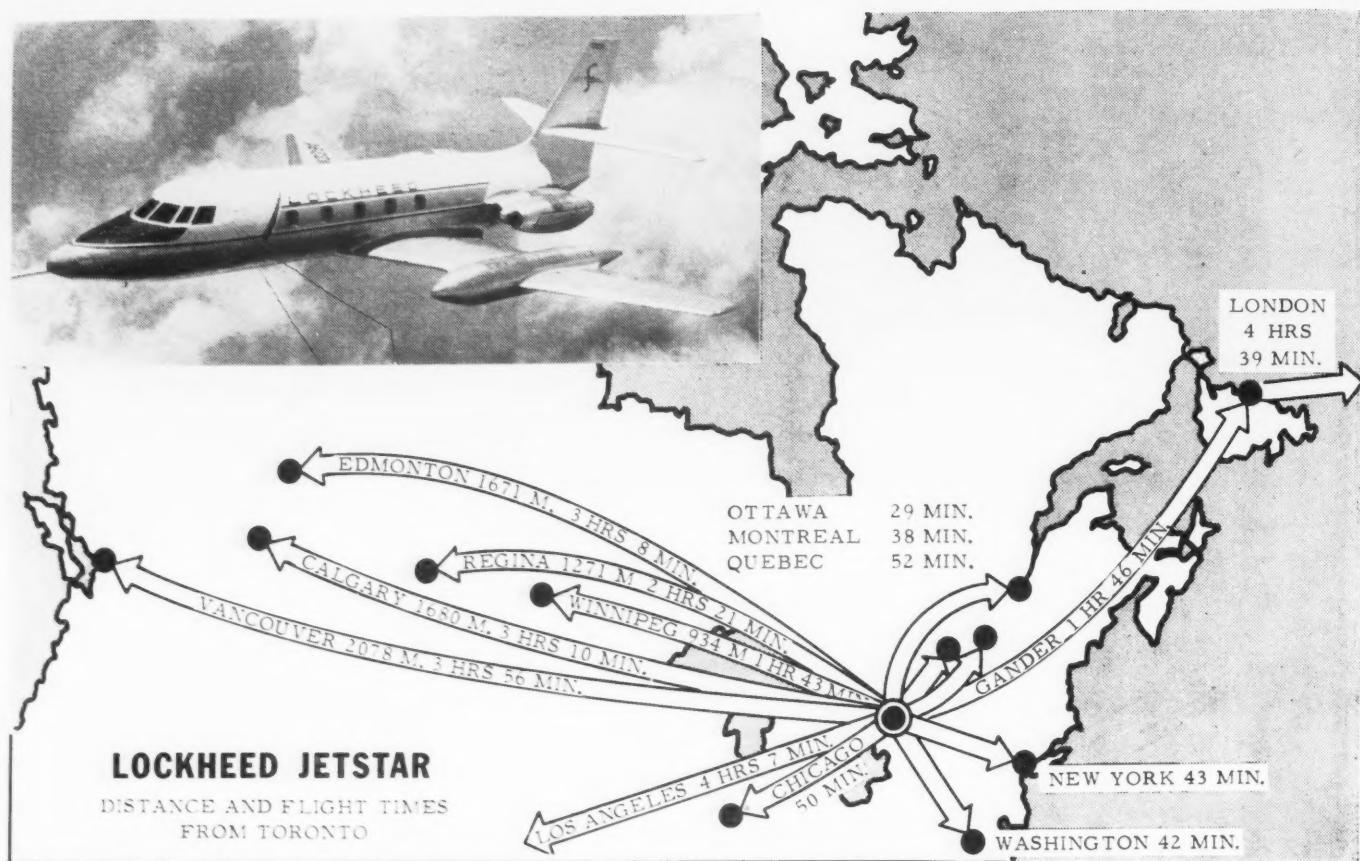
There are, of course, broad general advantages of operating a company-owned aircraft. One factor alone — the savings in the time of high-priced executive help — often shows up in increased operating efficiency for the whole operation. Similarly, the use of a company aircraft for a "milk run" among various operations can streamline company procedures by providing a tailor-made service for transporting personnel and material.

But obviously, all aircraft are not equally suitable for all jobs. For this reason, detailed understanding of the capabilities of aircraft in each category is essential to their efficient use.

In Canada, the best known executive aircraft is perhaps the Viscount operated by Canadian Breweries. It is a luxuriously appointed, whisper-quiet turbo-prop aircraft of the type used by TCA but with an interior resembling a well-appointed executive office. Although aircraft such as this Viscount — a conversion from the standard airline type — will probably continue to be promoted, the next generation of executive aircraft will be predominantly planes built especially for executive use. Many of the larger models will be powered by turbo-props or jets.

A Record of Growth

In the U.S., the present fleet of some 30,000 active business planes far exceeds the total number of domestic airliners (1,900) and military aircraft (22,000) combined. Last year, the U.S. aircraft industry's total dollar sales of business and utility aircraft topped \$173 millions—almost seven times the retail volume of 1950. Within the past year alone, stocks in several leading U.S. business aircraft firms have doubled in market value.



LOCKHEED JETSTAR

DISTANCE AND FLIGHT TIMES
FROM TORONTO

Only larger aircraft such as the JetStar can tie together economical interests spread over long distances.

The present pace-setter in this category is the Lockheed JetStar. The Lockheed company is making extraordinary efforts to bring the merits of this aircraft to the attention of potential purchasers. One of their major sales tools is a fuselage mock-up with a finished interior, built onto a mobile trailer which is hauled around the country by truck. This mock-up, which is a replica of the interior of the executive JetStar, can be taken to the plant of a potential purchaser and parked on a vacant lot or at the curb outside his office. The executive can then be invited to step inside and "sample" the luxury of the surroundings in which he will be able to work while being whisked across the continent at speeds of over 600 miles per hour.

As well as taking the mobile demonstrator to the door of the potential purchaser, the Lockheed company sent two demonstrator aircraft on a tour of North America. One of the aircraft, which normally cruises from 550 to 600 miles per hour, maintained a 575 miles-per-hour cruising speed on a 1,242-mile flight from Burbank, California to Calgary, Alberta. Being a pressurized, air conditioned, "over-the-weather" aircraft, the JetStar is able to cruise at 35,000 ft. but on occasion has gone as high as 42,000 ft. to climb above inclement weather.

The JetStar prototype made its flights with two British Bristol Orpheus engines but is now being equipped with four Pratt & Whitney JT-112 light-weight, high-thrust engines. Much of the initial design work on these engines was carried out at the Pratt & Whitney plant at Montreal.

Orders for Lockheed JetStars have been placed by several Canadian companies. Canadian Breweries expect delivery of an aircraft of this type shortly and the T. Eaton Company also has one on order. Several other companies are known to have ordered JetStars, but the names of individual customers in private industry are being withheld until deliveries are made. One will eventually be delivered to the Department of Transport, probably for use as a pacemaker on new air routes. The RCMP have also expressed a keen interest in this type.

Lockheed is so far the only company to take a large-scale gamble on selling true jets for business use. However, several other companies are now marketing specialised turbo-prop executive aircraft, some of which are already selling to Canadian users. The first Grumman Gulfstream to appear in Canadian skies was recently purchased by Crothers Engineering, a Toronto company. The Gulfstream is a twin turboprop. This particular aircraft was delivered, as little more than a shell, to Timmins Aviation, a Montreal company which specialises in the repair, overhaul and conversion of existing aircraft. Timmins' staff custom-designed and fabricated the interior of the aircraft to suit the purchaser.

Another turbo-prop executive aircraft which is appearing in the U.S. in increasing numbers and has already made its debut in Canada, is the Fairchild F. 27, one of which was purchased by the Abitibi Power & Paper Company. This aircraft is a U.S. adaptation of what was basically a

European design, the Fokker Friendship. It has been in airline use for some time — in Canada by Quebecair — but is small enough to be considered as a true executive aircraft.

The executive jets and turbo-props are magnificent examples of the art of the aircraft designer and represent the highest echelons of business aircraft. They are beautifully appointed aircraft and are superbly maintained, but the time, labor and money spent on them could hardly be justified solely on the grounds that they provide transportation. They undoubtedly serve a second and quite legitimate purpose: they impress customers and potential customers with the stability and financial soundness of the corporation.

The second echelon of business airplanes are, on the contrary, essentially workhorses which are expected to justify every dollar involved. They usually do. These are the smaller twin-engined aircraft, using conventional piston engines and seating perhaps 6-8 people. This intermediate field is dominated by Cessna, Beechcraft and Piper, three U.S. companies which have long records of production of civilian aircraft. (The possession of these planes, though they are not themselves impressive, is still in itself a "status" mark.)

The Model 310d, which is the flagship of the Cessna line, is an excellent example of modern functional design which yet succeeds in achieving an aesthetic beauty. It has a retractable undercarriage and wing-tip tanks of the type pioneered by military aircraft, and has a maximum range of 1,440 miles. With a seating capacity of five

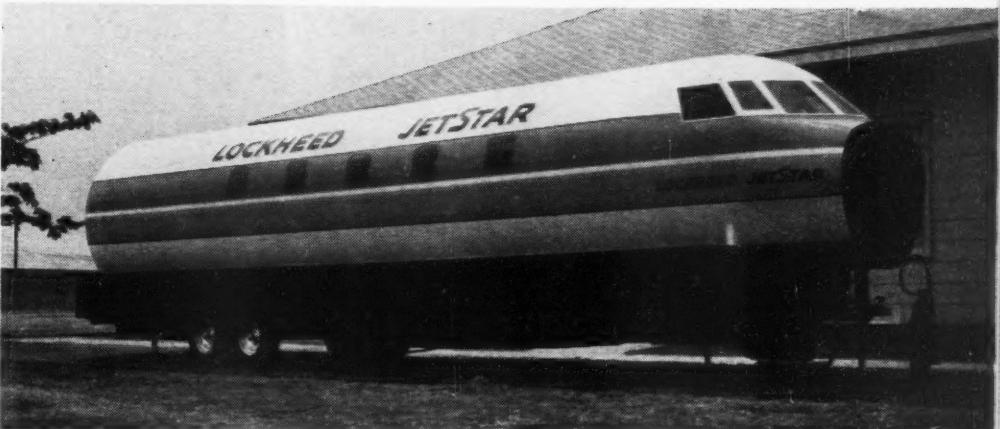
people it cruises comfortably at 220 mph.

The Piper entry in this particular field is the Apache, which approximates the Cessna 310d in size and performance. A considerable number of Apaches are now operating in Canada. Like the Cessna it carries full instrumentation and is available with a wide range of optional equipment. The Piper Aztec is a recent and more glamorous addition to the line.

The Beechcraft Queen Air is a larger aircraft than its two principal competitors. It seats 6-8 passengers in a spacious cabin, designed specifically for executive use. There is a door between the flight deck and the cabin, giving complete privacy and the aircraft is large enough for a lavatory to be standard equipment. The Queen Air can carry six people and their baggage at a speed of 205 mph for a distance of more than 1,000 miles, non-stop, and still have enough fuel for 30 minutes flight remaining. In addition to the Queen Air, Beechcraft also market the comparable Twin-Bonanza and the Super 18, many of which are operated in Canada.

Of all the civilian aircraft used in Canada, the largest group, numerically, is that composed of light planes. Some single-engined types sell at about the same price as luxury automobiles. Interestingly, there has lately been a noticeable increase in the number of owner-pilots who buy light aircraft for both business and pleasure flying.

How much does "status-seeking" and "one-upmanship" enter into the purchase of this kind of aircraft? The answer is —



Fuselage mockup of Lockheed JetStar shows businessmen how aircraft is fitted.

a great deal. Aircraft salesmen nowadays first explain the advantages of owning a 'plane which can transport the owners around cities hundreds of miles apart in a single day. They then hasten to bolster the sales pitch by pointing out that when a company aircraft is available, warmer climes are never more than a few hours away — a singularly potent argument in the middle of the Canadian winter.

(Just how much of the expense of operating such an aircraft is chargeable to a business is a matter for conjecture and a decision of the Department of Internal Revenue. On more than one occasion a tax assessor has asked to see the aircraft's log book. Was a flight to Miami really necessary to a manufacturer of domestic oil furnaces?)

In Canada, however, the tax situation, which is a major factor in buying a business aircraft, is still more favorable to the operator than in the U.S. Depreciation is calculated at 40% on a diminishing balance.

Thus an aircraft costing \$100,000 at purchase is valued, for tax purposes, at \$60,000 at the end of the first year although its true market value may well be \$75,000/\$80,000. At the end of the second year the book value is \$36,000, third year \$21,600, fourth year \$12,960 and fifth year \$7,776. At any time during this period the market value considerably exceeds book value and this induces the operator to retain the aircraft or to trade it in on another, frequently larger, aircraft. This is the Government's intention. Aircraft are considered to be assets to the country and private ownership desirable.

In the U.S., where private ownership of aircraft, and business aircraft in particular, is more common, depreciation is calculated at a straight line 16%, leaving a residual value of 20% at the end of five years.

The slower growth of business flying relative to the U.S. is mainly attributable to other factors:

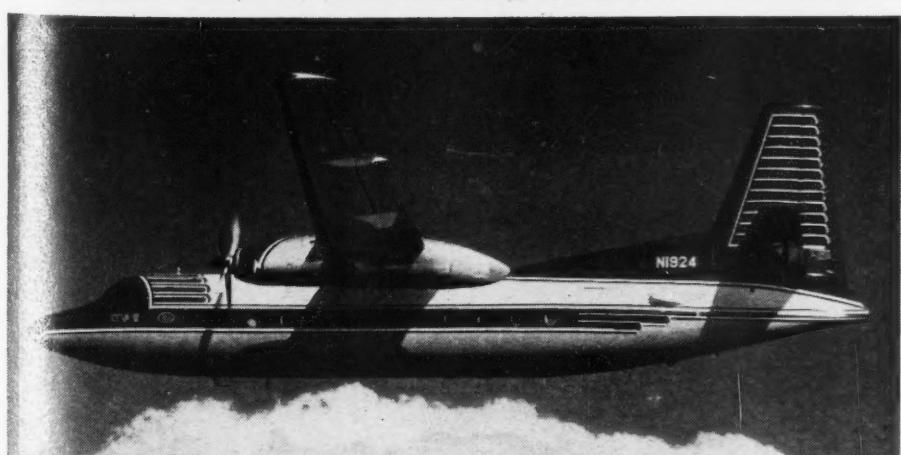
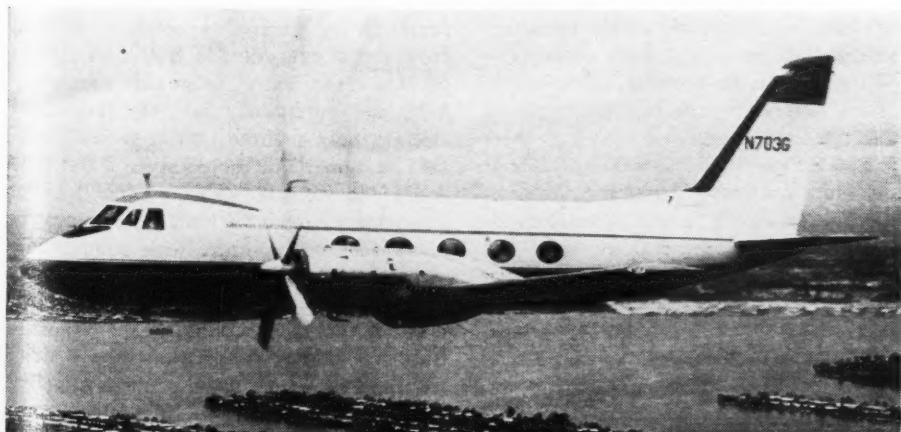
The innate conservatism of the Canadian businessman:

The harsher Canadian climate;

The lack of any large complex of industrial towns and cities such as exists around, say, Washington or Chicago.

The Canadian businessman who has interests in Vancouver as well as Toronto and Montreal is likely to use the airlines rather than fly his own 'plane between those cities. Only the larger aircraft such as the jets and turboprops can be expected to tie together economically interests spread over such long distances, and only the very largest corporations can afford such investments.

As with automobiles, there is a brisk market in used planes, and demonstrators are frequently offered at considerably below list price. Depreciation of an aircraft can be calculated much more accurately than with most other commodities. All time flown by an aircraft is recorded and since overhaul of airframe and engine is mandatory at certain periods and



Gulfstream Gulfstream turbo-prop (top) and Fairchild F 27 are popular in U.S.



Piper Apache and Cessna 310d are popular aircraft for executive transport or "milk-run" service.

the cost of overhauls is fairly well established, the depreciation of an aircraft, with dollars set against time flown, is a fairly precise calculation. For this reason, the purchase of a used aircraft is not beset with quite so many hazards as the purchase of a used car.

Financing plans are offered by most distributors and usually run for 4-5 years. However, during recent years there have been signs of increasing interest in the leasing of aircraft. The principal purchasers of business aircraft are businesses which are expanding — and since a business which is expanding is rarely overburdened with surplus capital, the acquisition of an aircraft without a heavy outlay of cash enables the business to conserve needed capital. Moreover, for taxation purposes the cash spent in leasing an aircraft is a complete write-off since the lessee acquires no equity in the aircraft.

The larger finance companies such as Industrial Acceptance Corporation offer leasing plans for business aircraft although at present they usually require some form of guarantee from the aircraft distributor.

A recent innovation, which has greatly benefited U.S. operators of executive aircraft and which may ultimately appear in Canada, is the pooling of facilities. Two or three aircraft are operated from a central base. This permits aircrew and maintenance facilities to be simplified and gives an added advantage in flexibility. If several sizes of aircraft are operated, the aircraft most suited to the job can be used.

A small business aircraft is often piloted by the president or some other official of

the company. Aircraft manufacturers now offer "package deals" whereby flying tuition is included in the purchase price of the aircraft. Larger companies usually employ one or more professional pilots. So many companies now employ such pilots that Flight Safety Inc., a training organization based at La Guardia Field, New York, operates regular brush-up courses, which many Canadian executive aircraft crews attend.

Salaries for professional pilots of the smallest type of single-engined aircraft are in the \$5,000-6,000 region. For pilots of multi-engined, high-speed types they are much higher; the chief pilot of a corporation operating a small fleet of executive aircraft can expect \$12,000-14,000 since he is often responsible for the general administration of what is, in effect, a small airline. At present, the number of qualified applicants seeking such employment exceeds the number of vacancies available.

Who are the most vocal advocates of business aircraft? Probably the wives of middle echelon executives. Although there are notable exceptions, top executives tend to be more conservative than their younger subordinates. Flying is still, to some members of top management, a useful but vaguely disturbing means of transportation. Consequently salesmen for aircraft manufacturers tend to rely on the younger executives to convince top management of the wisdom of purchasing a company aircraft.

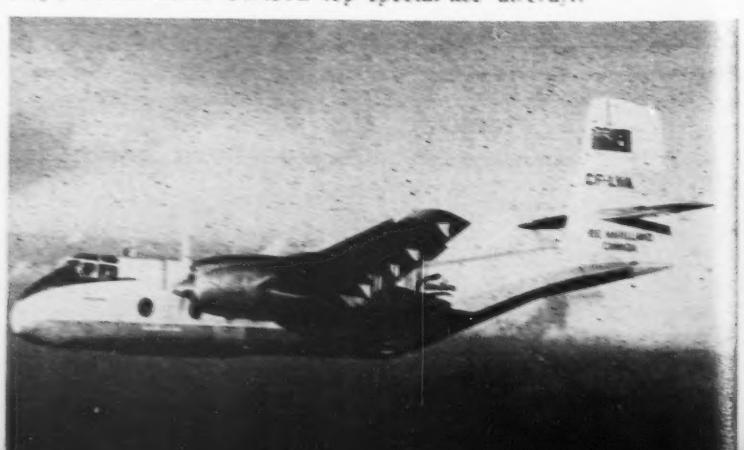
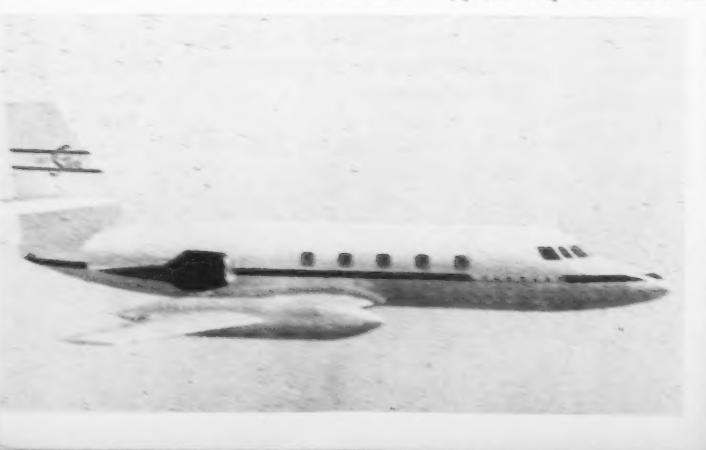
Here they have found unexpected allies in the wives of these executives. Women are not notably progressive in their attitude

toward air travel — but one of the aircraft dealers' main sales pitches is that a company aircraft will enable a husband to conduct the business in one day which would take three days "on the road". This argument, a strong and valid one, is often supported by sales literature featuring comparison pictures wherein touching scenes of domesticity are contrasted with the horrors of mere 'phone calls from distant and alien cities.

A curious feature of the executive aircraft market is the reluctance of some operators to authorize publicity about their aviation activities. Although many companies operating such aircraft have reams of statistics proving that they increase the efficiency of operations out of all proportion to their cost, the idea persists that the shareholders will consider them a luxury, and that the public will think the company is making exorbitant profits. However, during the last few years, many operators, especially the smaller ones who have just purchased their first executive aircraft, have realized that an aircraft can also be a mark of the company's stability and sound financial status.

Contrary to general belief, the company plane does not compete with commercial airlines. In fact, there is a growing partnership between business and airline aviation. A survey by the U.S. National Business Aircraft Association showed that purchase of a company plane is usually followed by increased use of the commercial airlines by company personnel. On long trips, it is often faster and more practical to fly the regular airlines. In this case,

Lockheed JetStar typifies top executive aircraft; DeHavilland Caribou top special-use aircraft.





Piper Caribbean typifies owner-operator aircraft; Beechcraft Twin-Bonanza has range of 1,650 miles.

the company plane can provide quick feeder service. This is especially true where firms are located away from the larger industrial centres.

The market for executive aircraft is, naturally, dominated by U.S. manufacturers. There are many reasons for this, the principal one being the huge U.S. domestic market which permits large production runs. Efficient and economical manufacturing techniques have brought prices so low that the largest manufacturers are now tapping what is virtually a mass market.

The market is, however, highly competitive. Sales campaigns, using all media, are well organized, and business 'plane manufacturers support their distributors by maintaining a constant flow of advertising material. As in the automobile industry, the small manufacturer finds it difficult, if not impossible, to market a comparable product at a competitive price.

Despite this competition, however, Canadian manufacturers, notably the De Havilland Company, have built up a world-wide reputation by designing and building aircraft for more specialized tasks.

The Beaver and the Otter, in particular, are unsurpassed in their own category. But they are potent dollar-earners in ways that differ somewhat from the true executive aircraft. They may carry executives on pure business trips on occasion, but they are more often used to transport working crews into remote sites, and for other tasks which would overtax their less sturdy U.S. cousins. In choosing an aircraft for this type of work, a prospective purchaser demands, primarily, an aircraft that is

rugged, has a good weight-carrying ability and is able to operate from short, unprepared airstrips or from small lakes. The Beaver and Otter were designed specifically to fit this formula, are unsurpassed in general usefulness.

The Beaver, which first flew in 1947, was an instantaneous success — the first one off the production line is still in service with Pacific Western Airlines. It has been in continuous production ever since. Much of its success could probably be traced back to the exhaustive investigations into operators' requirements which De Havilland conducted before producing the aircraft. Perhaps more than any other aircraft it was tailor-made for the job. Many of the most important design features were incorporated directly from answers to a questionnaire which De Havilland circulated while designing the Beaver. The size of the fuselage door, for instance, was modified to permit direct loading of a specific size of oil-drum.

The short take-off is a prime characteristic of the Beaver as well as other De Havilland types. This has been achieved mainly by skilful design of the wing, which is fitted with slotted ailerons and flaps which combine to provide the needed lift for a phenomenally short take-off run.

More than 200 Beavers are being flown by civilian operators and government agencies in Canada. Many hundreds more are operating in 58 countries, from the Arctic to Antarctica.

Typical of many of the companies which operate Beavers in Canada is the Interprovincial Pipe Line Company which has

established the longest crude oil pipe line in the world — from Redwater, near Edmonton, Alberta, to Port Credit, near Toronto, a distance of 1,930 miles. They use two Beavers, both based at Edmonton. One patrols as far east as Regina — the second from Regina to the border. They are often used to transport personnel and equipment for emergency repairs. Their short take-off and landing capabilities enable them to operate from small company airfields at each of eight pumping stations as well as from the regular commercial airfields at Edmonton, Regina and Winnipeg.

Another company which uses De Havilland aircraft is the Shell Oil Company which started bush-flying operations in 1953 with a single Beaver. By 1955, the company needed another, larger, aircraft, so the D. H. Otter was a natural choice. The Otter is the lineal descendant of the Beaver. It can accommodate up to 11 passengers — ten in the cabin and one beside the pilot. The seats can be folded against the cabin wall so that any portion of the cabin space may be used for cargo. Alternatively the seats can be removed and the weight saving used for additional freight. The Otter retains the short take-off and landing capabilities, and the rugged construction, of the Beaver.

Shell Oil's aircraft are used mainly in northern operations. Personnel, materials and supplies are carried for geological surveys, seismic surveys and drilling programs. Without aircraft many of these programs could not have been undertaken since travel by road, often little more than

Beechcraft Super 18 is eight-place executive transport; DeHavilland Beaver was first conceived as a seaplane.



trails through the muskeg, is usually slow and sometimes impossible.

The latest De Havilland product is the Caribou, a twin-engined aircraft, much larger than its predecessors but designed with the same philosophy — short take-off and landing capabilities and great load-carrying capacity, combined with rugged construction.

Immediately after World War II, a lot of existing aircraft were converted for business and industrial use.

Rebuilt Lodestars, DC3s and Convairs are common sights on most Canadian airfields. Such conversion is still common. Usually the aircraft is bought "as is". The interior is then redesigned and various modifications incorporated to improve performance. The market has now grown so large for these that some U.S. companies, notably Remmert-Werner of St. Louis, Missouri, buy aircraft on speculation, re-furbish them, and, apparently find a ready market for the finished product. A Convair converted for executive use costs \$175,000, or even \$300,000, depending largely on the electronic gear and navigational aids fitted. A DC3 costs from \$50,000 to over \$200,000. These prices compare very favorably with the cost of new aircraft, and such conversions will probably continue to be marketed for many years.

A singularly glamorous phase of the conversion business is the converting of wartime bombers for executive use. Aircraft such as the Douglas B-26 were not designed with economy of operation in mind. But affluent businessmen who want fast transportation and are willing to pay for it can have this bomber-type converted by a company specialising in such conversions, the On Mark Engineering Company of Van Nuys, California, into an executive aircraft which can carry 10 persons at 365 mph — about the same speed as the early World War II Spitfires. Moreover, these fast bomber conversions can operate from much shorter runways than the jets.

Many aircraft in Canada are kept busy providing highly specialised services that range from crop-dusting to towing advertising banners. High altitude mapping is a specialised task which requires specialised aircraft and there is at least one ex-U.S.A.F. "Flying Fortress" employed on this exacting work. A fairly recent innovation is fire-fighting from the air. A floatplane, fitted with special tanks, can taxi across a lake to fill the tanks with water, carry the water to the fire and dump it, then return for another load. This type of operation often requires a highly manoeuvrable aircraft. Yet fire-fighting from the air has proved so successful that large war-surplus flying boats which can carry a much greater load than floatplanes show promise of being used in such fire fighting.

Agricultural aviation is another specialised field. Aerial fertilizing, spraying and

seeding are commonplace operations.

The most specialised of all specialist aircraft are, of course, the helicopters. Okanagan Airways, with more than 50 machines, is the largest civilian operator of helicopters in the world. The company started in 1947 with a two-seat Bell helicopter. Nowadays, Okanagan's helicopters are operating in every part of Canada. In the Vancouver area, they help to pinpoint forest fires. In Newfoundland they tie together the 1,300 fishing villages nestled in little coves along 900 miles of rugged shoreline.

No helicopters are manufactured in Canada, but extensive maintenance and overhaul facilities have been established for the widely-used Bell and Sikorsky 'copters. The growth of metropolitan areas in Canada has not reached the stage where, as in New York, Chicago and other U.S. cities, helicopter taxi services would be economically sound. But for work in the north country, particularly in mountainous areas, the helicopter has become indispensable.

Helicopters frequently fly prospectors into otherwise inaccessible locations — and fly them out again a few days later. They survey routes for new roads and transmission lines, help in the construction of oil pipelines and link isolated radar outposts which are part of the northern defence system.

What is the future of private and business flying in Canada? It seems fairly predictable. There will be a steady and probably accelerating growth in the use of aircraft for business purposes following the U.S. pattern and the trend seems to be toward larger types with supercharged engines and pressurized cabins. Few businessmen, once they have discovered the advantages that a company aircraft can offer, ever revert wholly to groundborne or airline travel. The 'plane becomes an

integral part of their operations. Distributors of business aircraft report that it is rare for them to lose a customer. Once an initial sale has been made, the purchaser usually graduates to a larger aircraft eventually — and often this supplements rather than replaces the aircraft originally purchased.

There are, of course, disadvantages. The smaller types of aircraft often lack any true all-weather capability and even if the aircraft is fully instrumented, the ability of the pilot becomes an important factor when deciding whether to make a particular flight. Discretion dictates that there are circumstances where an occasional flight by a regular airline is preferable. The larger aircraft operated by professional crews are capable of flying in almost any weather, but their per-mile cost is relatively high and the operation of such an aircraft ceases to be a sound economic proposition unless utilization remains high.

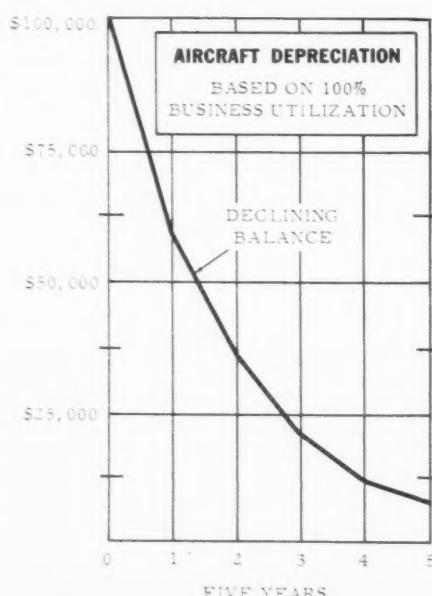
Whether a Canadian company will ever manufacture business aircraft is a matter for conjecture. Found Bros. Aviation, of Toronto, have flight-tested a single-engined aircraft which would have possibilities for executive use, but no production plans have been announced.

In the specialised field of bush-flying aircraft, there is little doubt that the De Havilland company will continue to thrive. Whether their next aircraft will be bigger than the Caribou or smaller than the Beaver or be something entirely different will depend on the results of the investigations into operational requirements which De Havilland carry on continuously as a part of their basic policy.

One thing is certain. Private and business flying has brought a new dimension to the lives of many business executives. Newcomers to business flying invariably notice a reversal of their emotional attitude after they get their pilot's licences. The slight feeling of apprehension which they experienced as a passenger often gives way to something akin to exhilaration when they are in command of their own 'plane.

Most of the danger has gone out of flying. Near-perfection in design of safety equipment, the excellence and simplicity of modern instrumentation, and vastly developed ground facilities, have removed or nullified most of the hazards which beset the pioneers of aviation. Yet not all the romance has gone with the wind that swept around the open cockpit. Some of it persists.

Since every man is a hero to himself, it is to be wondered how much this influences the purchase of an aircraft, even though the purchase is ostensibly a question of almost pure economics. The depth researchers, perhaps mercifully, have not yet got around to examining this particular field of endeavour. When they do, they may have a field day.



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Struggle for Power in Canada's UAW

by Frank Drea

THE UNITED AUTO WORKERS, the union that put a soul into the automobile assembly lines, now must search for its own soul.

For the Canadian wing of the union, 65,000-strong and concentrated mainly in the southern Ontario automobile production centres, is approaching the climax of a bitter internal battle. Canadian locals are split on almost every question, even the vital one that affects every member—the sagging Canadian auto sales that have brought mounting unemployment.

The UAW struggle, which flares from Windsor to Oshawa at most local union monthly meetings, is much more than an ordinary power play. For it has been built up into an all-out assault by the left wing of the union against the right-wing administration.

It has mushroomed from name-calling to a battle of conflicting economic ideologies, perhaps the prelude to the reappraisal that all Canadians may soon have to make, the choice between trying to go it alone or seeking closer and more intimate economic ties with the United States.

The battle now jeopardizes the position of the union and its thousands of Canadian members before the one-man Royal Commission on the auto industry. It presents a formidable threat to industrial peace in the Canadian auto industry as well as to the pattern of equal U.S.-Canadian wage increases established in the Big Three bargaining of 1958. The internal row is also being exploited by the Communist Party, in a renewed bid to muscle into the union and industry.

The crux of the fight is the often nebulous concept of Canadian autonomy, which the left-wingers claim would allow the members to control their own destiny. This proposal would give the Canadians free access to the financial war chests of the 12-times-larger U.S. section without any restrictions by the international leaders.

For the UAW, like all international unions, requires approval by the international officers of a strike before funds will be allotted to help finance the strikers. Strike sanction involves an investigation of the issues on which the walkout will be called. A key point in favor of the administration is that Canadians paid \$3,000,000 into the UAW international strike fund between 1954-58 but received \$8,500,000 in strike benefits during that time.

The rallying cry of autonomy has been pyramidized by the left wing into an issue that divides the union even on such fundamental policy questions as unemployment

and the degree of Communist infiltration.

On one side stands the administration: Canadian leader George Burt, the international representatives for Canada, and right-wing local union officers like Larry Sheffe (DeHavilland Aircraft); Roy Diamond (Ford, Oakville); Herb Kelly (Ford, Windsor) and Malcolm Smith (General Motors, Oshawa).

On the other hand is the left wing, whose unofficial leader is the exiled Paul Siren, former chief lieutenant of Burt and now forever banned, under its subversive clause, from holding any office in the UAW. The left wing includes such pink-tinged leaders as Charles Brooks (Chrysler, Windsor); Gordon Lambert (McKinnon Industries, St. Catharines); Victor White (Ford, Windsor) and William Rutherford (General Motors, Oshawa).

It also includes the often formidable figure of Clifford Pilkey, former president of the huge Oshawa GM Local 222. The sharp, articulate Pilkey is the champion of autonomy, who paid with his job for criticism of present international union policies.

The public choosing of sides on the policy that should be presented to the Royal Commission of Prof. Vincent M. Bladen provides an insight into the severity of the left-right struggle. The UAW, which triggered the one-man investigation by Prof. Bladen, had been openly discussing for many months the proposal of closer integration of the U.S. and Canadian industries. UAW thinking, as presented in a brief by Woody Ginsberg, director of the union's research department, called for exploration of closer integration.

Ginsberg's brief estimated that integration of production would save the Canadian auto buyer around \$500 on a low-price car.

The integration proposal was left broad enough for a complete study but as the UAW paper *Solidarity* ruefully noted "there were signs of support for a completely opposite notion, that is, an all-Canadian car."

This was 100 per cent. contrary to the UAW's thinking that the stimulus for increased Canadian auto production and sales would come from closer integration. The UAW researchers warned that a 100 per cent. Canadian car would send the price soaring and reduce employment.

"Were those favoring a 100 per cent. Canadian car proposing that a separate auto altogether be produced?" asked *Solidarity*.

"If so would not small volume still

mean an uncompetitive price? Or would the Canadian public be asked to subsidize such a car?"

But the all-Canadian car, which the industry warns would mean ruin, became the rallying cry for the left wingers despite a compromise that would have had the commission explore the benefits of 75% Canadian content. Even the five-man committee drafting the Royal Commission brief split, with two left wingers (Lambert and Brooks) resigning in protest to back the all-Canadian car.

Evidence of the split is indicated in the stand of the major Canadian locals.

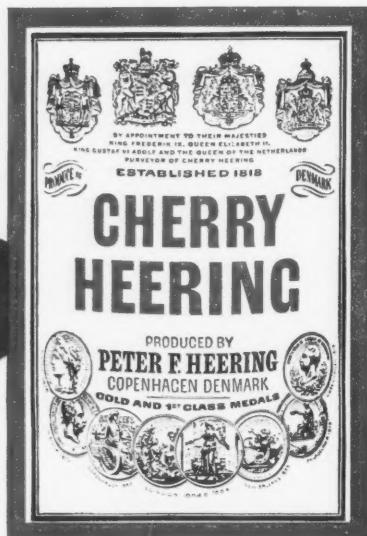
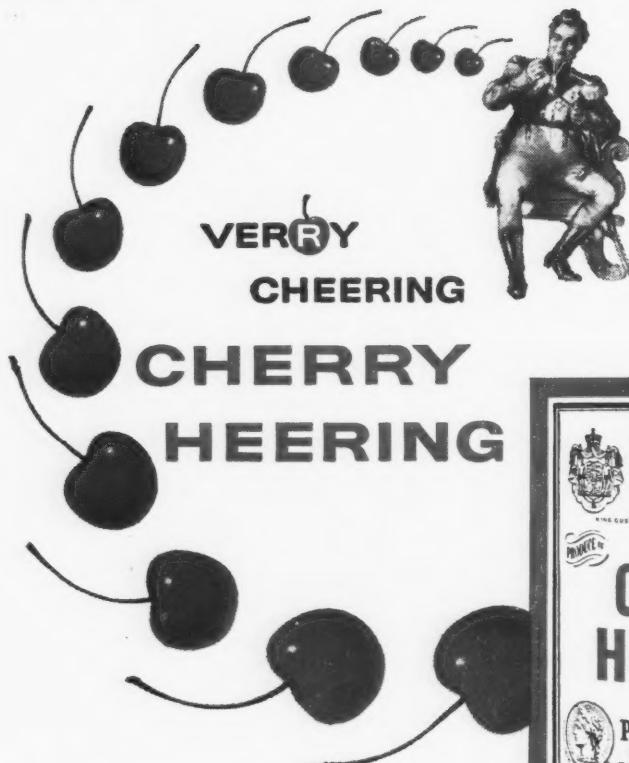
The General Motors sub-council, the leaders of the local unions that bargain for 15,000 GM workers in Oshawa, Toronto, Windsor, London and St. Catharines, endorsed the left-wing stand on a divided vote.

Thus Lambert, vehement foe of Canadian leader Burt and president of the sub-council, won round one. But he lost round two as the administration called up the heavy artillery. And his own local, Local 199, the bargaining unit at McKinnon, backed the right-wing by an overwhelming vote.

This was a bitter blow to Lambert since the all-Canadian car proposal carried the GM sub-council 8-7, despite the reminder from the administration that this group cannot recommend policy, only economic contract demands. Round three was a draw as the administration and left-wing split two meetings of the GM workers of Local 222 in Oshawa. The Oshawa meetings were held to accommodate both day and night shifts. Burt carried one meeting by a slight margin; Pilkey the other by a slim margin.

The larger of the two main Ford units, Windsor Local 200, with 3,700 members, endorsed the all-Canadian car. The other Ford group, Local 707 in Oakville, backs the administration, which caustically noted that the Windsor action was won on a 33-27 vote. This is significant since the quorum for Local 200 is 100 members present. This means that more than 40 members played it extremely close to the chest and made no public decision.

The local union representing the main body of Chrysler employees, Local 444 in Windsor, has president Brooks submitting his own brief to the commission. The much smaller second Chrysler local, the parts centre in Chatham, favors the right wing. Two Toronto locals, Acme Screw and Gear (984) and Canada Cycle and Motor (28) also lend strength to the left wingers. In turn, the administration gains support from Mr. Sheffe and Local 112 at DeHavilland Aircraft.



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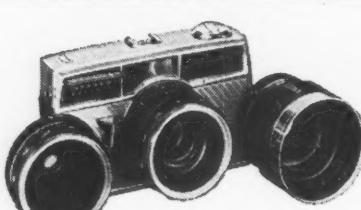


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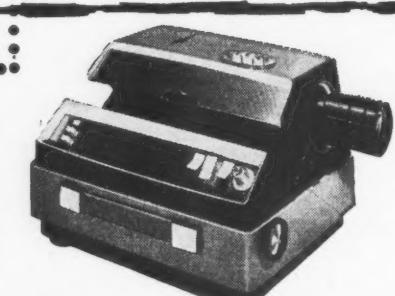
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Interwoven through the affairs of the Canadian UAW is the case of Siren, the suave, polished and once extremely effective negotiator.

The entire Canadian region was jolted when the UAW announced last January that Siren had been dismissed from his \$9,000 a year post as sub-regional director in Toronto.

The official version was "failure to combat Communism."

Immediately, local unions began to take sides as Siren damned his critics and argued that the charges were a "desperate move in an effort to stigmatize and malign members of the UAW who have dared oppose Brother Burt."

The subsequent probe of the Siren firing revealed that the Communist Party had more than an academic interest in the great GM strike of 1955-56, which lasted 148 days and was Canada's costliest strike. For as one local defied the entire UAW leadership by announcing it intended to hire Siren as its education director, a bombshell burst at an Oshawa membership meeting.

As the meeting debated the Siren case, one member got up and said Siren had attended Communist meetings. He knew because he had been there. Heckled and cat-called, the member started naming names of other persons on the GM bargaining committee who had huddled with Communists to discuss strike strategy.

He charged that they met at the one-time Toronto headquarters of the Communist Party, 1 Dennison Ave., with William Kashtan, Red labor strategist; and two Communist writers, Mark Frank and Annie Buller. Frank has since left Canada for Russia.

Siren admitted meeting once with Kashtan to discuss the merits of a national Canadian agreement compared to individual contracts. But he refused to name others at the session.

The committee headed by Emil Mazey, secretary-treasurer of the international union, found there was not enough evidence to convict anyone but Siren. But Siren was banned from office-elected or appointed—under the union's subversive clause.

Siren has since appealed his ban to the union's public review board. He can also appeal to the next UAW convention but one union spokesman noted this would be difficult since Siren is banned from entering the U.S. and the next convention will be held there.

But the Siren case turned into another union-wide crisis as the Oshawa local voted to reject the Mazey report.

Mazey returned to Canada to speak at a "truth" meeting with Burt. They carried the Oshawa meeting although they noted the rejection of the report was meaningless since it was merely information.

The Communist Party, goaded by Mazey's remarks that fraternizing with Reds was treason against the UAW, promptly claimed no good auto worker need be ashamed of meeting with Communists because they founded and built the union.

While UAW officials shrugged off the Red claims as a "sick joke", Burt patiently sat down and wrote for *Solidarity* a brief history of early UAW organizing. As an original Oshawa auto striker in 1937, he couldn't recall any active Reds there in the crisis or at Windsor later.

Kashtan, a thin little sallow-faced man with a penchant for dark clothing and snap brim hats, is now eagerly beating the drums for the all-Canadian car as the first step against U.S. monopoly of Canadian business.

The Siren explosion came eight months after Mr. UAW, Walter Reuther, staged a whirlwind tour of Canadian locals to roll back the autonomists and "clear up some misconceptions."

His oratory effectively stalled the left wing as Pilkey was beaten for re-election as president of the big GM local 222 by Malcolm Smith, longtime friend of Burt. White in Windsor had a similar fate, losing to Herb Kelly.

The Reuther visit came after the internal power play had caused a humiliating experience for many Ford workers in Windsor when they met to ratify their three-year agreement with the firm.

That meeting was picketed by members of the Chrysler local, protesting that the U.S. leaders had "blackjacked" Canadians into accepting the contract. Although the public took little notice of the pickets, many staunch unionists will never forget the humiliation of having to cross a picket line.

The main argument against the settlements was that Canadian auto workers could have won a bigger contract if the international had allowed them to strike. This was aimed at GM workers, where the firm had a good year in the midst of a general slump in auto sales.

However, Burt noted that the agreements were the first time the Canadians had ever received the identical settlements as the U.S. Other observers noted the agreements were a big step toward the UAW goal on an international agreement for all North American auto workers.

Despite the Siren case, Pilkey regained a measure of power in Oshawa, with his backers gaining five of eight seats on the bargaining committee. However, he did not try to win back his presidency of the UAW Canadian Council, co-ordinating body in Canada, which had passed to Steffe by acclamation.

Instead, Lambert contested the office and was beaten.

However, White, who remained a steward after losing the presidency of Ford Local 200, remains a strong force

in that local, which has twice in a year demanded that Canadian unions exchange delegations with Russian unions.

In November 1959, the Ontario Federation of Labor convention discarded the proposal as a "propaganda resolution" and noted that there were no real Russian unions. In June, the UAW Canadian Council rejected the same request.

Burt, who was treasurer of the Oshawa union when the UAW was born in Canada in the strikes of 1937, has warned that the Communists are out to destroy the Canadian leadership rather than help individual members.

"The party is prepared to sacrifice the welfare of the UAW in order to defeat the leadership which has been returned to office for the most part by overwhelming majority," he said.

However, he also regretted that some of the left wingers were being tarred by the Communist brush. He felt a democratic union had a place for an opposition and was sure that many in opposition would resent the implication that the entire left wing is tied to the Communist Party.

Although the Royal Commission stand now dominates the fight, the climax will be in next year's round of bargaining with the Big Three.

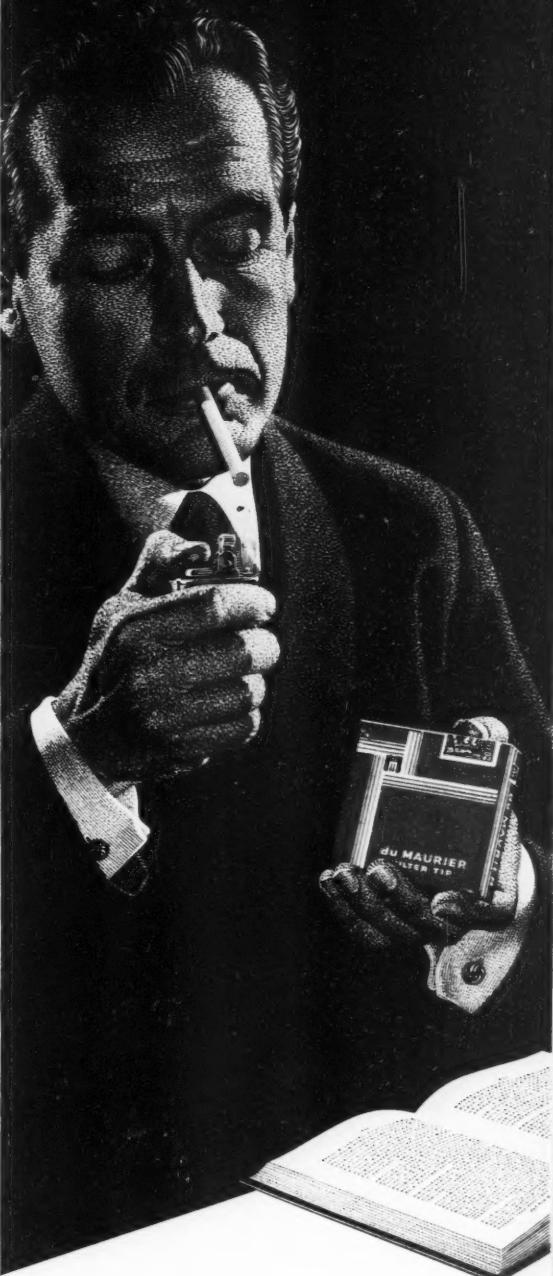
Since Prof. Bladen does not expect to complete his report before summer, the UAW's special convention to discuss auto industry demands will provide the fireworks. Although the Canadians will attend the international convention, they will later have one of their own, geared to specific Canadian contract issues.

At the moment, a rough estimate shows the auto workers almost evenly divided between right and left, with local unions representing 19,000 backing the insurgents and others, with backing from the agricultural implement and aircraft industries, bringing the right-wing total slightly above this.

This means that even the election of delegates to the special convention will be a fierce campaign. For it is one thing when the leaders of a local take a stand and another when they have to go to the membership for a mandate.

In his report, part of the 100-page *State of Our Union*, public relations director Jerry Hartford notes that the "political sniping" at the international union had not meant a good press for the UAW in 1959.

"The work-a-day activities of the union have been despoiled in the public's mind to a great extent by our internal difficulties," he stated. "The union cannot but suffer from the publicity attendant to its putting its house in order; yet the publicity is much the lesser evil than the political sniping which brought it about."



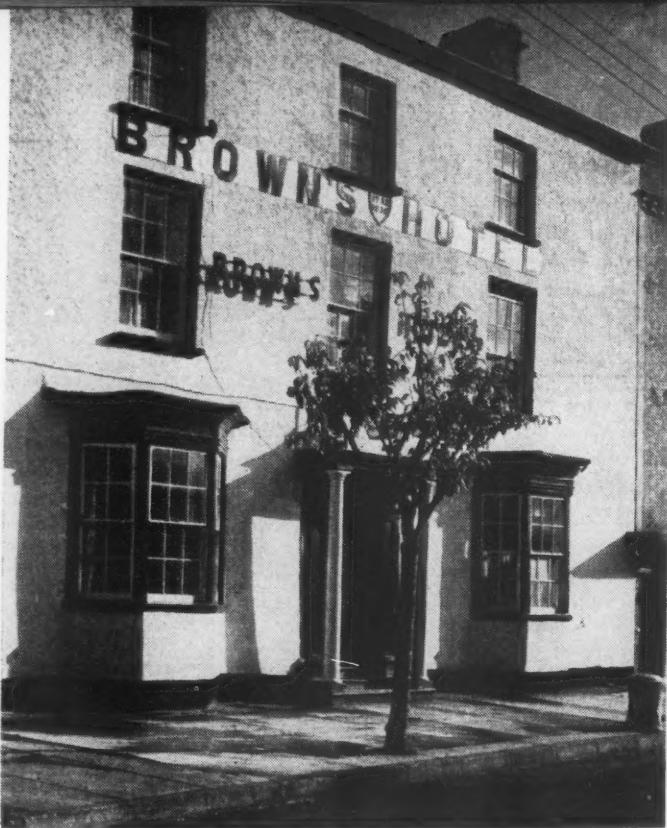
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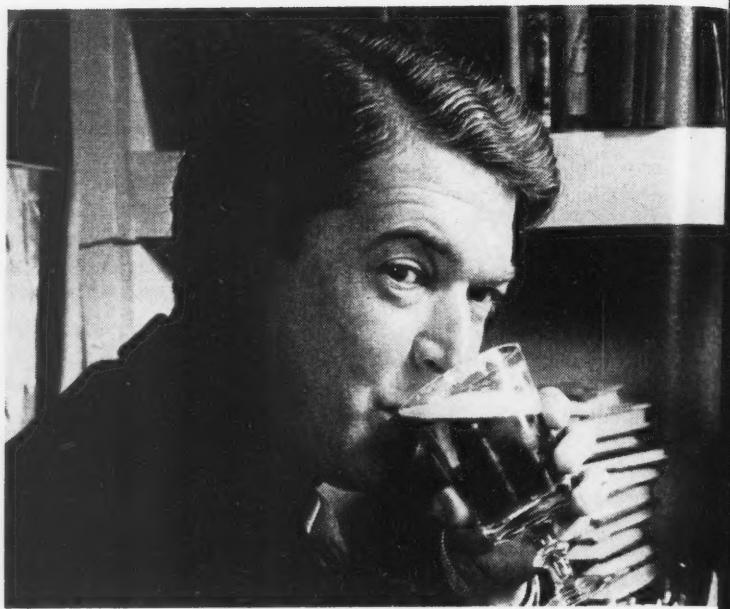
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Brown's Hotel in Laugharne, favored by Dylan Thomas.



Kingsley Amis, whose work has glorified South Wales.

South Wales: A Literary Pub Crawl

by Wynford Vaughan Thomas

THERE IS NO DOUBT about it — South Wales is in the fashion. In literary and artistic circles, I mean. Dylan Thomas and Richard Llewellyn began it and now the novelists and painters are descending upon the area in hordes, staking out claims like prospectors in a gold rush.

I remember the time, in the pre-Dylan days of my youth, when South Wales was a land apart. The stranger pictured it as a wilderness of slate-roofed houses leaning against the coal-tips, wedged into slots amongst the bleak mountains. Every man was supposed to be unemployed or else he sang melancholy hymns at rugby matches. Occasionally, as light relief, the funeral of Dai Jones Bookie passed the Welfare Hall (not yet paid for) and Capel Zion looked down in stern disapproval. Always the rain fell with the dismal persistence of an endless sermon.

This was the Vision of the Valleys firmly implanted in most strangers' minds and nothing would convince them that it wasn't true. Today, thanks to the artists, "every valley has been exalted". They have put back into the scene every element which was always there and which made South Wales, even in the days of the Depression, an un-depressible area.

Nowhere can you sense this better

than in a little tour of the "locals". You see, the great secret attraction of the Welsh public house is that it is a place where people come not only to drink, but to talk. They'll talk and give you a welcome in an English country pub, I know, but not in the way they do in Wales. Down in England's East Anglia, or deep in the Midlands, you have to be content with a friendly grunt or two, a long pause, and then a remark about the weather. This wouldn't do at all in the Valleys.

"Mr. Jones is a grand man," they told

me at the Taff's Well Inn, on the roadside between Cardiff and Pontypridd. "He can talk to you for hours." And it was at this pleasant inn that I realized "The Talk" was as good as I ever remembered it in the old days. The Taff's Well Inn stands at the point where the road, river and railway all try to squeeze through a grand limestone gorge and the conscientious drinker remembers that he is on historic ground. A mile or so down the road, on the steep slopes of the hillside facing south, the third Marquis of Bute once made the greatest attempt in Brit-



Fishguard in Pembrokeshire is excellent fishing spot.

in to grow wine on a commercial scale. He poured out the cash in thousands in his determination to produce Welsh Hock and Chateau Cardiff. He was defeated by the weather.

"What was the wine like?" I asked a patron of the inn.

"Well, I never drank it myself—it happened in my father's day. But he used to say that it took four men to drink a bottle. One fetched it from the cellar, one opened it, one poured it and one held you down while you drank it! No, *cwrrw*—beer is our drink around here."

The old Royal Hotel of my youth stood in Cardiff's main street. It was large, gloomy and seemed to be given over to elderly commercial travellers who held unsuccessful displays in a mysterious den at the back. Once or twice a year, when the rugby internationals were held, the ground floor was gutted, the furniture was cleared, the pictures removed and the barbers stood to with the grim determination of Captain Hornblower's men preparing to repel boarders. The Boys from the Valleys were coming to town!

Today rugby nights are gay, but much more decorous, and the old Royal has had the magic wand of reconstruction waved over it. It's become one of the most comfortable hotels in Britain. The same designers who made the reputation of the Leofric in Coventry have done the trick again in Cardiff.

The wind of change has also swept through Cardiff's Butetown. Time was when the very mention of Cardiff's notorious colored quarter brought with it a hint of danger, adventure, mystery—especially to someone like myself, who, in those days, had never been further than Bournemouth in his life. Dockland! Tiger Bay! Arabs, Lascars, African night clubs! It was more exciting than exploring the Congo! As we walked under the bridge into Bute Street we wondered if we would ever return. Of course, even in those days, it was all nonsense. The docks population were, on the whole, extremely quiet and well-behaved. Some of the old atmosphere, though, came back to me as I entered The Crown. The bar is still as romantic as ever, piled high with souvenirs from all over the world. And there the resemblance ends. The sailors who came in looked as if they were saving their money to work their way through college once they got back home!

At this time I confess that a certain nostalgia for the past was taking possession of me. Is there a danger that the "local", by becoming respectable, is going to lose its charm? I drove westwards to Swansea and was reassured. Swansea is a mere forty-odd miles from Cardiff, but between the two a gulf is fixed as deep as that between Glasgow and Edinburgh. Cardiff is a city with a magnificent civic centre. Swansea is a town rebuilt after

the blitz. Cardiff is the official capital of Wales. Swansea is the unofficial capital of the Welsh.

I write as someone who is completely prejudiced, for Swansea is my home town and I see it, with all its faults, through a romantic haze. For my first introduction to the "locals" of Swansea came when I entered them with Dylan Thomas. Dylan used to maintain that Swansea "locals" were a creative centre for the arts. "Well, for my art, at any rate," he added. I have a vivid picture of him singing away after hours in a hostelry which had better be nameless, since the landlord conducted it with a fine disregard for the licensing laws. "We shut, but we don't close," he proudly announced. At eleven p.m. song was in full blast with Dylan improvising a scandalous verse about the unhappy Town Council attacked by a vampire!

"Tremble, ye aldermen! Town Clerk beware!"

"As I hoover the veins of your succulent Mayor!"



Tassie Gould, Taff's Well Inn.

"Who's that singing?" the landlord inquired with awe.

"The greatest poet in Wales," I announced.

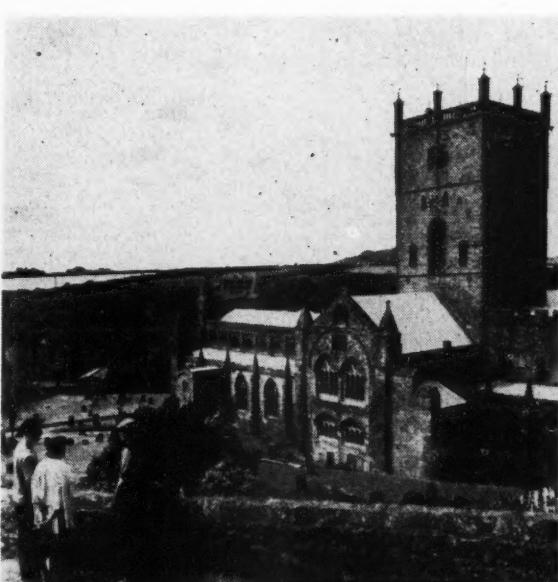
"I don't know about the greatest," said the landlord. "But I'm sure of one thing, though—he's by far the loudest!"

Is there any "local" in Swansea, I wondered, where I'd meet an artist at work today? I decided to try an old haunt of Dylan's first, the Rhyddings Hotel, kept by old Swansea Town footballer Jack Fowler. We were taking a perfectly-kept glass of draught bitter when I looked round and found that the old tradition of the artist and the Swansea "local" was still going strong. Taking his pint at a table in the corner was none other than Kingsley Amis, author of the best seller *Lucky Jim*, a critic, authority on jazz and "leader of the avant-garde in modern literature", as one local gentleman described him to me with relish. It was a matter of a minute before we persuaded him to come as our guide to some of the other Swansea "locals".

So off we went to The Cricketers,



St. Fagan's Museum, Glamorgan.



St. David's Cathedral is the shrine of Wales' patron Saint.



The Boat House at Laugharne where poet Dylan Thomas lived and wrote famous "Under Milk Wood".



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Thomas Thomas, Railroad Inn.

another house of great local fame. Dai Parker, a name of might in the annals of Welsh rugby, is the host. Dai is a lover of music and the arts, as well. "You should have been down last week for the concert at the Brangwyn Hall," he told me. "The singing of the Pontarddulais choir was a foretaste of Heaven."

We moved to another congenial Swansea pub, the Dilwyn Arms. Again the friendly atmosphere of talk, gloriously uninhibited talk about everything under the sun, from the prospects of Wales against France to the sale of the local delicacy called laverbread. Laverbread is made out of seaweed and looks like a lump of tar, but tastes superbly to the initiated. "You know," said one man at the Dilwyn Arms, "if we had any sense we'd put this on the world market and call it Welsh caviar. We'd make a fortune."

We did a quick dash up the Swansea Valley to visit Tom Thomas at The Railway Inn in Ystalyfera. Now we were in a very Welsh part of Wales, where the patrons of the inn speak the language. We talked about the great days of the Ystalyfera choir, which sang its way to fame at many a National Eisteddfod. Choral singing is still one of the passions of the coalfield.

I had the last drink of my tour at the magnificent new hotel just opened in Swansea's Rolland Street—The Park. This is the modern architect's dream pub—soft carpets, wide windows, brilliantly designed bars, lighting perfectly placed so that the customer can see his beer sparkle. If this is the shape of The Pub To Come, I'm all for it.

And as I sampled landlord Fred Hartrey's bitter I listened carefully with Kingsley Amis to the voices around us. I felt a profound sense of relief. Everybody was talking—in full spate at the top of their voices. New buildings will not destroy the basic charm of the Welsh pubs. They will still be the home of good talk.

Ottawa Letter

by Raymond Rodgers

The PM at the UN: An Assessment

NOW THAT THE hubbub has died down (and the Canadian press has learnt that the world was not as awestruck by the PM's UN address as we think it should have been) it seems appropriate to give some reflection to Mr. Diefenbaker's venture into the General Debate of the 15th Session. Most Canadians have read at least a few snippets of the speech but unfortunately only a few of them will have listened to the CBC rebroadcast.

I say unfortunately because emphasis and audience reaction are not revealed in a text and most newspaper accounts seem to have based their stories on the text. It has been generally reported that the PM received heavy applause halfway through his speech when he called upon the USSR to disband its "colonies" in Eastern Europe.

This applause was partly engendered by the sorrowful and sincere manner in which Orator Diefenbaker touched the hearts of not only the Western representatives but even those of many neutral members. The PM's remarks about Hungary reflect Diefenbaker the politician —sincere as he was, we can suspect that his remarks about the Baltic and other states will serve him well with Canada's ethnic voting groups.

But the press seems to have overlooked another place where the PM received overt applause, albeit limited to a portion of the floor of the General Assembly. That was when he called for the strengthening of the International Court of Justice. Diefenbaker's interest in the "rule of law" reflects his background as a lawyer and his conviction that the big powers must give up their "Connally amendments" — whereby they refuse (USSR) or slip out of (U.S.) the obligation to submit international disputes of a legal character to the judicial arm of the United Nations.

It is rather peculiar that Mr. Diefenbaker should have received applause on these two points and not on others. A great portion of his speech was given over to Canadian and multilateral aid programs. The PM scornfully noted that the USSR had not taken the opportunity of extending its attack on colonialism by extending financial aid to the new countries. There

was one point at this stage of the speech where the African members looked as though they were going to give the PM a big hand. They did not though, probably because the recipient is less likely to dwell on the matter than the patron.

The PM emphasized in this and other connections the importance of Canada as an independent (within NATO, etc., etc.) middle-power. He seemed to foreshadow Mr. Hammarskjold's new concept of the United Nations as not an organization of the big powers, but rather an organization for the protection of the small powers. Mr. Diefenbaker scornfully, angrily, dismissed Mr. Khrushchov's suggestion that the secretary general be replaced by a veto-ridden triumvirate. Former General Assembly President Lester B. Pearson could not have made a more vigorous speech in support of Mr. Hammarskjold than that made by the PM.

But to most of his listeners, Mr. Diefenbaker's insistence on our independent role was not entirely convincing. The PM might well have balanced his remarks by

admitting candidly that the U.S. has also shown bad faith in some matters. Mr. Khrushchov has no doubt been making excessive use of it but the fact is that the U2 affair was contrary to both international law and common sense. Some gesture might have been made to soothe Soviet feelings in this matter and show the world at large that we do not always follow the lead of the Pentagon.

While Canada has not chosen to do this, we have nevertheless been blasting away at the Pentagon with a spray of fine sand; no stones mind you—but a sandblast can have effect all the same. The point that we like to emphasize, and which the PM once again mentioned in his speech, is the necessity of keeping disarmament negotiations going. The real international problem, that of softening the messianism of the USSR (and its U.S. counterpart), is something that Canada cannot do. So we confine ourselves to support for UN action and keeping the big powers talking.

That the U.S. needs prodding is hardly open to doubt. The U.S. position is publicly quite far-reaching but many American circles have grave private doubts. Every student of the First World War is taught (in the West at least) that the "arms manufacturers" argument as a cause of war is a myth. True or not, it is very disturbing to read the positions-vacant section of the Sunday *New York Times* and learn that missile and related industries urge engineers to join "a growing field with a great future".

The Pentagon still conducts seminars in "pre-emptive war" and "initiative capability". Many U.S. economists privately believe that disarmament, even the modest disarmament that Canada really



External Affairs' Green, the PM and Italy's Segni at the UN.

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AGED 6 YEARS IN WOOD



hopes for, would bring a serious recession due to the unwillingness of the American politician to spend an equal amount on public works, at home or abroad.

Mr. Diefenbaker emphasized not so much disarmament as disarmament negotiations. His main desire seemed to be to keep the principals talking, rather than banging their fists on the table. The PM's stress on negotiations seems a little more realistic than some of External Affairs Minister Green's recent pronouncements on the speed with which we can expect disarmament to come (if at all). The enthusiasm of Mr. Green may possibly be discounted as a neophyte's discovery of the millennium.

On the other hand, while Mr. Green came to External Affairs through the accident of our principle of Cabinet regional representation, he has a lot of native shrewdness. He no doubt quickly grasped the point that Canada can needle the Americans on disarmament (which everybody *says* is a good thing), thereby pleasing the neutrals and reminding Washington that we are prepared to have them eat their words in this and other matters.

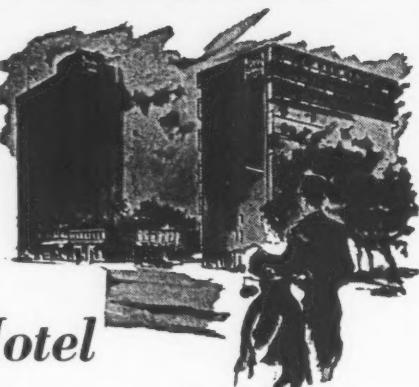
But the PM drew no applause for his disarmament pleas. Every speaker in the General Debate has harped on the topic but few really believe anything will come of it. What is the point, with China out of the picture? Has anybody stopped to think that if the USSR did in fact disarm then the Chinese would be likely to step in in order to purify and revive the true faith? Six hundred million or more Chinese could easily do it, armed only with rifles. Time and time again in history there have been waves of expansion from Central Asia, setting off secondary displacements and repeatedly disrupting Europe. But where is there mention of the Chinese in Mr. Diefenbaker's speech?

The PM's mind was rather on another part of the world: Africa. It is true that we have a threefold interest in Africa. We participate in Commonwealth aid schemes; our experts as bush-engineers will be needed; and our French-Canadians can be of use in the former French colonies. But are African problems, such as Balkanization, more important than the problem of China?

Mr. Diefenbaker made reference to Canada's role as a *buffer-state* between her neighbor to the North and her neighbor to the South (he could not have meant *psychologically* so he must have meant *physically* and then only with respect to non-missile contacts). In this he showed commendable awareness of the fact that our world-map has a polar rather than a Mercator projection. But the PM did not carry his thought far enough: We also lie between China and Europe—how much longer can we rely on the isolation which our two great oceans provide?

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sengers. You feel as though you were on a private yacht. Teak decks are spotless. Paint and brightwork sparkle in the sunlight. A steward is never more than a finger's wave away.

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Kandy dancers at Ceylon's mysterious Temple of the Tooth.

conditioned. Some even have their own television sets.

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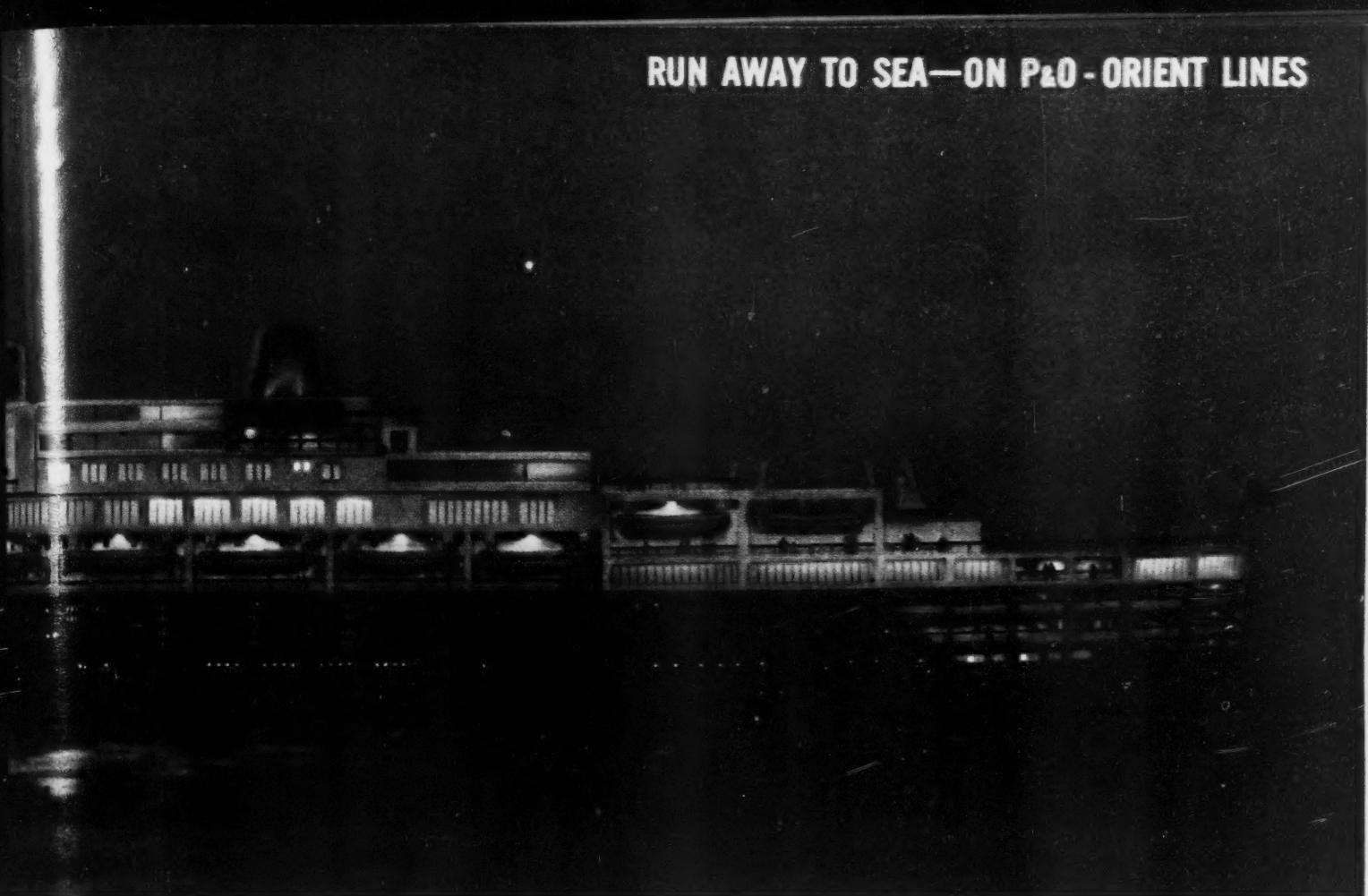
There are eleven passenger decks on *Oriana* with more things to do than you find in most fair-sized towns.

There is a fully equipped two-story theater—(A) on ship's diagram—for movies, television shows and concerts.

Oriana has three swimming pools (B) two in tourist, one in first class. There are five games decks (C) open to the gentle sun and trade winds.

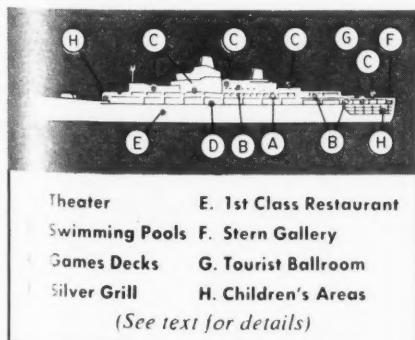
In first class you can eat in a Grill (D) which has walls of silver coins and an open charcoal grill. Or in a

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magnificent Restaurant (E) paneled in Brazilian Rosewood and glowing silks from Thailand.

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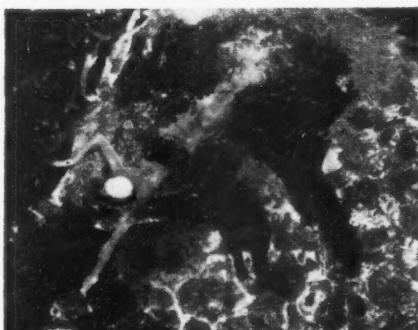
Fares for *Oriana's* maiden voyage from the West Coast to England range from \$731 to \$977 tourist class, and from \$1170 to \$2610 first class. Why not see your travel agent now and



Oriana has five open decks for sun and games and moonlit dances.



"Sundowners" at a seagoing sidewalk café halfway between Fiji and Hawaii.

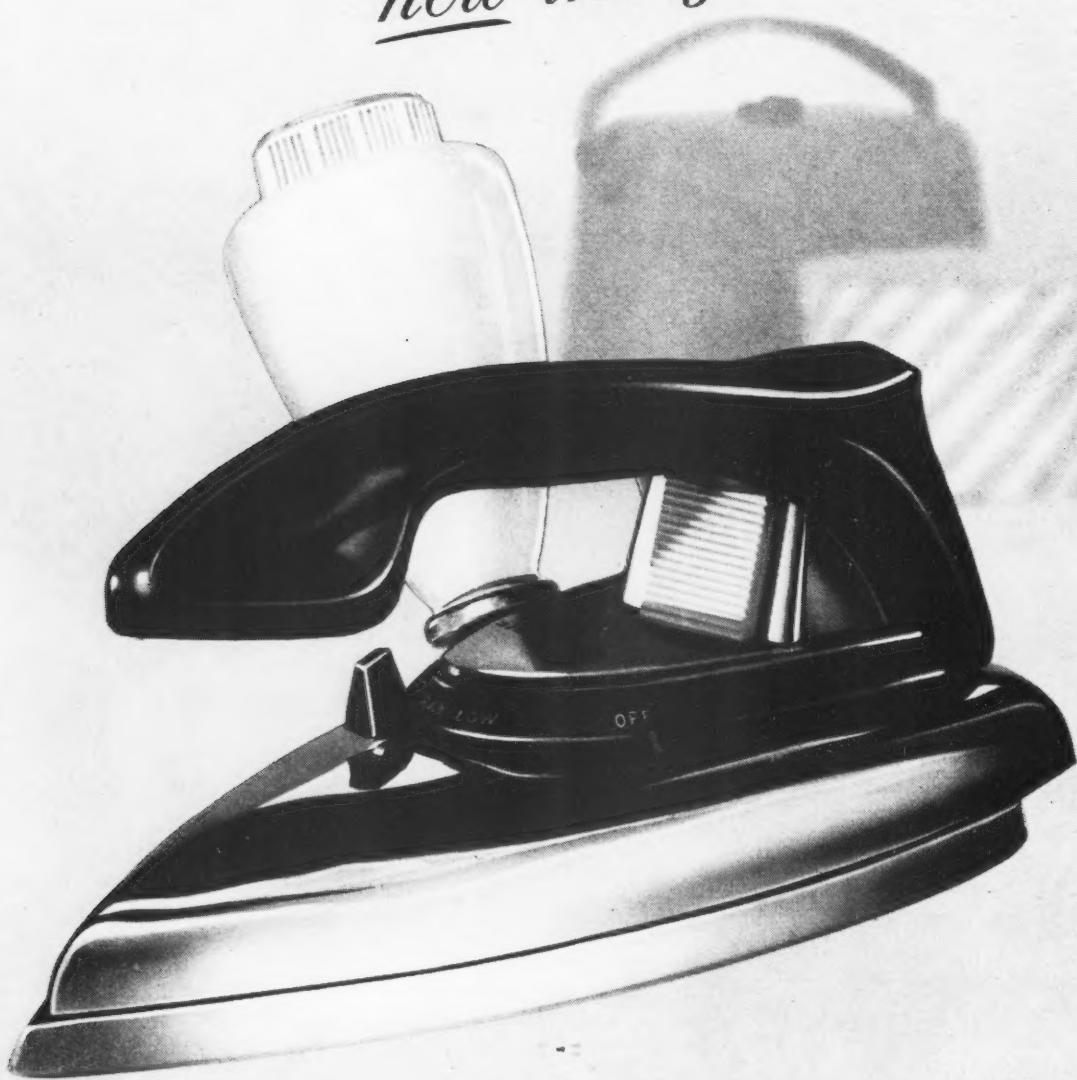


Three pools on *Oriana* brim with sparkling blue Pacific water.

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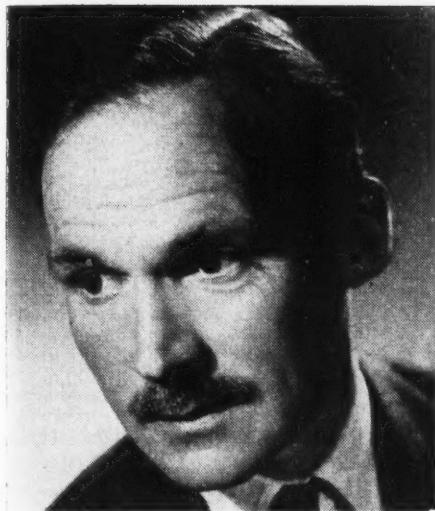
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Books



David Walker: Vibrant, visionary.

THOSE PEOPLE who have been looking for years for the great Canadian novel had better look at David Walker's *Where the High Winds Blow*. They may not find the great Canadian novel there, but they will come nearer to it than they have ever done before. For the theme of David Walker's book is the whole of Canada and the Canadian dream.

What is the first characteristic of Canada? It is big. And so *Where the High Winds Blow* ranges from New Brunswick on the East through the financial centre of Montreal to Edmonton and fans out from Edmonton down the Mackenzie River and all over the Northwest Territories. I don't know what travelling Mr. Walker has done in order to write this book. (In a short note he thanks "those who made possible my northern journeys in 1950 and 1956 . . . and who befriended me on my way".) But he must have done a lot, for his novel is authentic. Living in New Brunswick he naturally knows the Maritime climate and scenery well. One would expect, therefore, that description of the tail-end of a hurricane sweeping through Nova Scotia would be true. But he is just as imaginatively home in the great Arctic blow which the scene for the final chapters. And a sense of place, of the *feel* of a place, just as intense in Montreal as in Edmonton and he commands the Mackenzie and Yellowknife as completely as the Lawrence and Westmount.

As well as being big, Canada is wealthy—wealthy in natural resources—and the life of Husky Skafe, the hero of *Where the High Winds Blow*, is shaped by the exploitation of those natural resources. He starts as a construction man during the war and he goes on from building

by Arnold Edinborough

The Great Canadian Dream

airfields to opening his own uranium mine and to drilling for oil in the Arctic Islands.

The vision of Canada—a land of enormous space, vast untapped resources, cruel climate and harsh terrain—is directly responsible for the Canadian dream which is to conquer the terrain, tame the climate, exploit these resources and shrink the distances. Because Canada itself is on such a big scale so must the dream be. And so Skafe, who starts the book as a restless young man trapping in the Mackenzie River basin, ends up as President of Turtle Mine, Summit Construction, Staniland, Precambrian Lumber, Lindores Cement, Skafair and Skafe Exploration. In other words, the construction companies build the mines with wood and cement from wholly owned subsidiaries, delivered by a private air cargo fleet which shrinks the distance. In those companies there is only one gap—steel; and it is typical that at the end of the story he also has got control of Algonquin Steel.

But the dream can only be realized if the man is the man of Canadian myth—the myth of superman—and so Skafe can drive a dog team better, drive a car better, fly an airplane better than most professionals. A husky man, he can also fight better than the crooked union leader who tries to queer his pitch. He can eat more, drink more, have more women with less effect than other men. He also makes more money than anyone else. Yet, when he gets his money and passes his fiftieth birthday, he is shrewd enough to accommodate himself to his wealth and run a different family establishment from the one he had on the way up.

But all this does not make a novel. Only the creation of characters which we believe in can make that. David Walker's great strength is his ability to make us believe in Husky Skafe from the moment we meet him on a boat in the Mackenzie to the moment we leave him walking, snow-blinded and frost-bitten, into his northern oil exploration camp.

For one thing this superman can look at himself objectively. He never believes

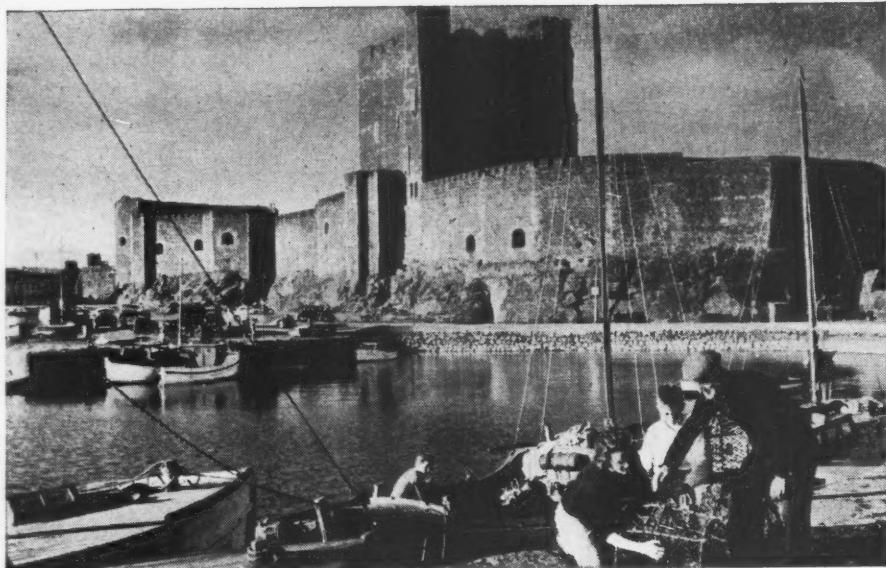
the fulsome flattery which is bestowed upon him and the two people with whom he spends most of his time are bubble-prickers. Anna, his first wife, can't understand his total absorption in business and, though she admits he makes love better than any other man possibly could, she ultimately leaves him. The pleasure of sex when it happens, the charm of her family and the material comfort in which she lives cannot replace for her the loss of attention by a man whom she deeply loves.

Mac, his chief pilot, a bemuddled veteran of Fighter Command, grows with him, like Anna, needling him, keeping his feet on the ground—the hero even a superman must have. But he ultimately crashes in the bush, having told Skafe in good fighter-pilot language to take a running jump at himself and finish the jump in a position anatomically impossible.

With Anna and Mac out of the way, and dreadfully missed, he marries a smooth, sleek, wellbred widow who pampers him so long as he remains masterful and through whom the two children and Anna (now married to a painter) are kept in some sort of family agreement and tradition.

Skafe's daughter Sally is as unpredictable as her mother and John, his son, rather disappointingly and rather predictably, wants to become a writer, not a tycoon.

The result is a novel with three first-rate characters, beautifully imagined, whose actions are expertly interwoven with a sufficiently good supporting cast to make the Canadian vision and dream come true. For some, the exciting incidents of the plot and the rather maudlin coincidence of meeting his old partner at the end of the book will make it less than a masterpiece. Some may think that the whole Canadian emphasis is somewhat synthetic. Purists will boggle at the style (sample: "The larches at Hackmatack Point were old trees, crooked within the single-shafted habit of their growth. They were shedding some needles, small



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and brown and idle in the falling to lie on dark cloth, to hide in natural grass, to speckle the mortician's variety. The tide was about high. The colors across the bay were very fine above the water, and quivering in the water, double blessing".

But when they have all said this they will still, thank God, not have explained away the most vibrant, vital and visionary novel yet published about post-war Canada—a land for men of action and women of character.

Where The High Winds Blow, by David Walker—Collins—\$3.95.

Trial by Survival

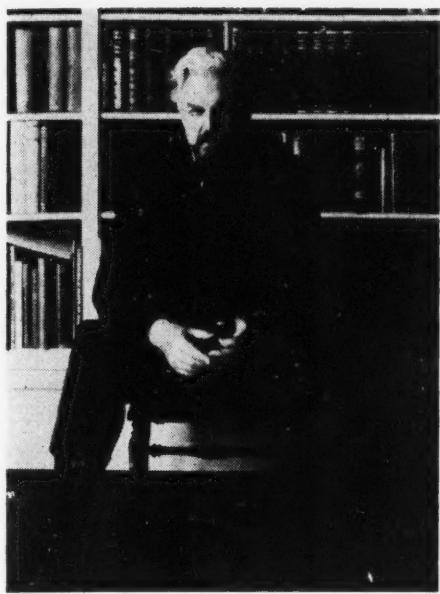
THE VEFFERS, a Jewish family living in the small Dutch town of Busson, went into hiding shortly after the Nazi invasion of Holland. They did not emerge until the Canadians took over the town in 1945. They are the only Jewish family of eight—father, mother, five sons and a daughter—that survived the methodically organized extermination plans of the invaders.

The story of *1000 Days in Hiding* is an almost incredible record of human endurance. Jonah and Sara Veffer, owners of a prosperous flower shop in Busson, recognized from the first that there was menace rather than safety in numbers. Through the help of the underground, two of the boys were admitted to hospital and a third was placed in an orphanage. But family cohesiveness was stronger than fear and before long all eight Veffers were together, living in what they ever afterwards referred to as The Room.

At the beginning, no one in Busson would take in the homeless family. Cupidity is a tougher human quality than compassion, and eventually a needy Dutch family undertook to accommodate them, at ninety guilders a week, and on condition that no one, not even the neighbors four feet away, should know of their existence. The Veffers, who had even less reason for publicizing their existence than their hosts, were glad to agree. They moved into their new quarters—twelve feet by eleven—and took up a strange, almost incorporeal, life in which no one, down to the youngest Veffer, aged five, dared to betray the family by sound or movement to the outside world.

They lived there for two years. In the meantime, the Dutch underground, desperate for accommodation, had persuaded them to accept, "overnight", a threatened Jewish couple. The newcomers were over seventy, the old man was asthmatic, his wife was a diabetic. Both were crazily

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author of*

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OCTOBER 26th
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NEW PAINTINGS

BY

JOHN KORNER

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senile and both, from the start, were determined to announce themselves and the Veffers to the Nazis. At every instant they had to be guarded against raiding the food supply, dropping notes from the windows, and calling for help during one of the frequent raids, when all ten crowded together into a tiny wall-space sanctuary devised by Jonah Veffer. The overnight accommodation lasted until mounting difficulties with the landlady forced the family once more into the street.

Fortunately, the story has a happy ending, and it is this as much as anything else that keeps the reader hurrying towards the conclusion. It is a record of intolerable exacerbation that rose to anguish, and anguish reaching such a pitch that the exacerbations became meaningless. None of them were forgotten however. The Veffers, now settled in Toronto, and owners once more of a prosperous flower shop, related their experiences to journalist Ray Sonin, who has brought the record full-circle, in all its remembered terror.

It is the insistent detail, rather than the lively journalistic style, that makes the Veffer story memorable: the wretched living in which every triviality counted for survival, the human isolation, the desperation that resisted despair. *1000 Days in Hiding* is one of the most moving and certainly one of the most exciting suspense stories of the year. M.L.R.

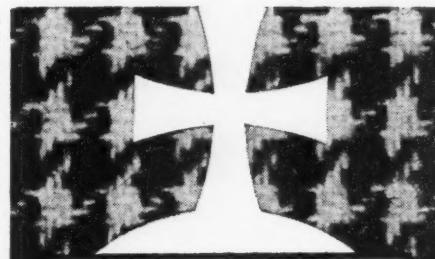
1000 Days in Hiding, by Sara Veffer, as told to Ray Sonin—*Ryerson*—\$3.95.

Mail Bemired

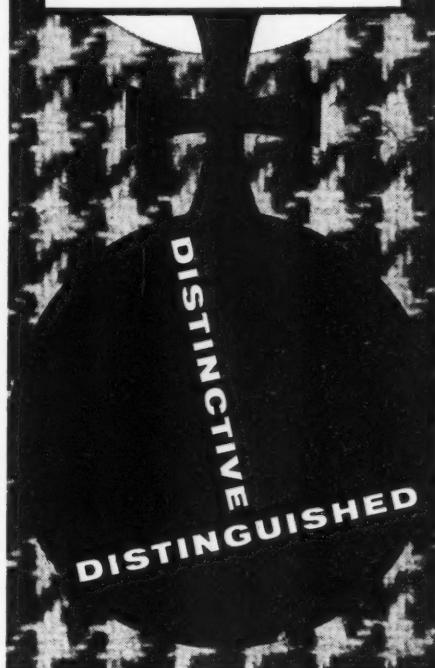
IT TAKES a particular kind of genius to make an account of the English Mail Coach dull, but Edmund Vale certainly possesses it.

The mail had to get through whatever happened. (How else, as many a modern businessman in Canada constantly asks himself, can commerce be conducted?) But stories of upset coaches, of famous races between the coaches from different parts of the country, of highwaymen, however, are not for Mr. Vale. He sets out to write a sober factual account of who set up the system, who designed the coaches, who provided the post-horses and under what terms; who got the patents for various pieces of specialized equipment, and what law-suits dragged on when these patents were ignored; and what the private politics were behind the scenes in the office of the Postmaster General. He succeeds. L.S.

The Mail-Coach Men of the late Eighteenth Century, by Edmund Vale—*British Book Service*—\$7.



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Where Mr. Clore operates: The "City" outside the Exchange.

London Letter

by Beverley Nichols

The Amazing Affairs of Mr. Clore

THE FACT THAT an Englishman should have bought the tallest building in Wall Street—which, incidentally, is also the fourth tallest building in the world—is such a spectacular reversal of the usual trend that it seems to have more than a purely economic interest, as though it were a symbol of the shape of things to come. Even more so when one learns that on his own side of the water this same Englishman is preparing to erect the tallest building in London, in the shape of a luxury hotel in Park Lane, which will not only revolutionize the British hotel industry but will permanently transform London's skyline. In the opinion of your correspondent, considerably for the worse.

Mr. Clore's enemies—it is of plump, stocky, indefatigable, 55 year old Charles Clore that we are speaking—have sometimes suggested that his vast financial empire has been built up by skating on thin ice. In view of the fact that his principal company, Sears Holding Ltd., is currently valued at £70 million, that his property interests are £30 million, and that his personal fortune has been estimated—though not with any inside information from himself—at £50 million, one may be pardoned for assuming that the ice, if thin, was also tough.

But in a sense his enemies are not so far from the truth, for the Clore empire was indeed founded on skating . . . roller skating. His first considerable London venture, as a very young man, was to buy the Cricklewood rink where he had skated as a boy. (He still owns it).

Those same enemies, dazzled by his

financial jugglery, have suggested that he must have conjured the money out of thin air, but for this rumor there is no foundation. As Mr. Clore himself informs us, "We were not very rich, neither were we very poor." This statement is probably the longest and most richly illuminating autobiographical revelation that Mr. Clore has yet vouchsafed us.

His father was a Russian Jew who came to London at the turn of the century to escape the violence of the pogroms. Clore père was a gentle, talented man with enough ability to hold his own in the jungle of East End London, so that when Charles was born, in 1904, he could plan his son's future with some confidence, send him to a respectable school, and help him with the modest finances which started him on the way to fortune.

Charles, from the outset, was completely unpredictable, and it is typical of him that when at the age of 20, he was sent out to South Africa to learn fruit-farming, the first thing he did was to buy the South African rights of the film of the Dempsey-v-Tunney fight, which he sold at a handsome profit.

Since then, his rise has been consistently spectacular, and if any novelist were in search of a model to pose as the symbolic financial figure of our era, he would seek out Charles Clore, provided that he could get him to talk, and provided that he could understand the bewildering twists and turns of his operations, both of which provisos are unlikely to be fulfilled. For even the financial experts find it difficult to trace any

consistent pattern through the maze of his activities, particularly since the war; it would seem that anything is grist to his mills.

Sometimes, his dealings smack of pure speculation, as when he suddenly switched to gold mines in 1939, buying Lydenburg Estates at six shillings, holding on when they sank to a shilling, and seeing them rise, at the end of the war to seven pounds. Meanwhile, in rapid succession he acquired the Prince of Wales Theatre for £200,000, a 50,000-acre estate in Scotland for £500,000, the Park Royal Coach Works for £650,000, a firm of hosiery machine makers in Leicester, a chain of dress shops, a vast conglomeration of freehold properties all over the country, the biggest multiple shoe business in Britain, with a side glance at shipbuilding and road transport.

His deal in the shares of Scottish Motor Traction, alone, involved a sum of nearly £5 million. And if I have described these things clumsily you must excuse me, for I am no economist.

However, even the man in the street can understand his "take-over" technique, which he has perfected in the past few years, and which has caused such a flutter in conservative financial dovecotes. This technique, of course, consists of getting control of a company, with or without an approach to the directors, by a direct appeal to the shareholders offering to buy their shares at a price considerably above the Stock Exchange price. In using these methods Charles Clore differs fundamentally from his fellow millionaire Charles Forte, whom we recently considered in this letter.

Forte never puts through a deal without the consent and the collaboration of the directors; he is among those who would consider that there was something unethical in such proceedings. Clore, not unnaturally, repudiates such a suggestion. Among the few categorical statements that he has ever made to the press, one profession of principle stands out: "I have never bought merely to sell, and never will." And indeed his record proves this. When Clore takes over a firm he usually sticks to it, at least for a time, streamlining it, oiling it, polishing it, filling in the cracks.

He might be described as the supreme restorer of antique financial furniture.

What is he like at home? Most of his friends, if asked this question, give a rather surprising answer. They say that he "wants cheering up". Certainly, there is a hint of melancholy in the portrait of him by Lucien Freud. And when his marriage was dissolved, he lost the companionship of a very lovely and very gallant woman . . . née Francine Halphen, who was not only one of the most elegant of Parisiennes but had been a heroine of the French resistance. However, that was three years ago, and though



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Francine has the custody of his two sons, he still sees as much of them as he has time for.

Apart from this domestic shadow, it is difficult to understand why Mr. Clore should look so sad. Everything he touches continues to turn to gold, and as far as one can gather, he has no ambitions which he has not fulfilled, or which he is not capable of fulfilling. He has few social aspirations.

True, there was an occasion, about five years ago, when the Duchess of Kent attended one of his parties... but the Duchess casts her net fairly wide and since then there have been no further reports of royal junkettings. And though his eldest son is being educated at Le Rosey in Switzerland, he chose it not because it had such distinguished pupils as the Duke of Kent and the Shah of Persia but because it happens, quite simply, to be an extremely efficient establishment.

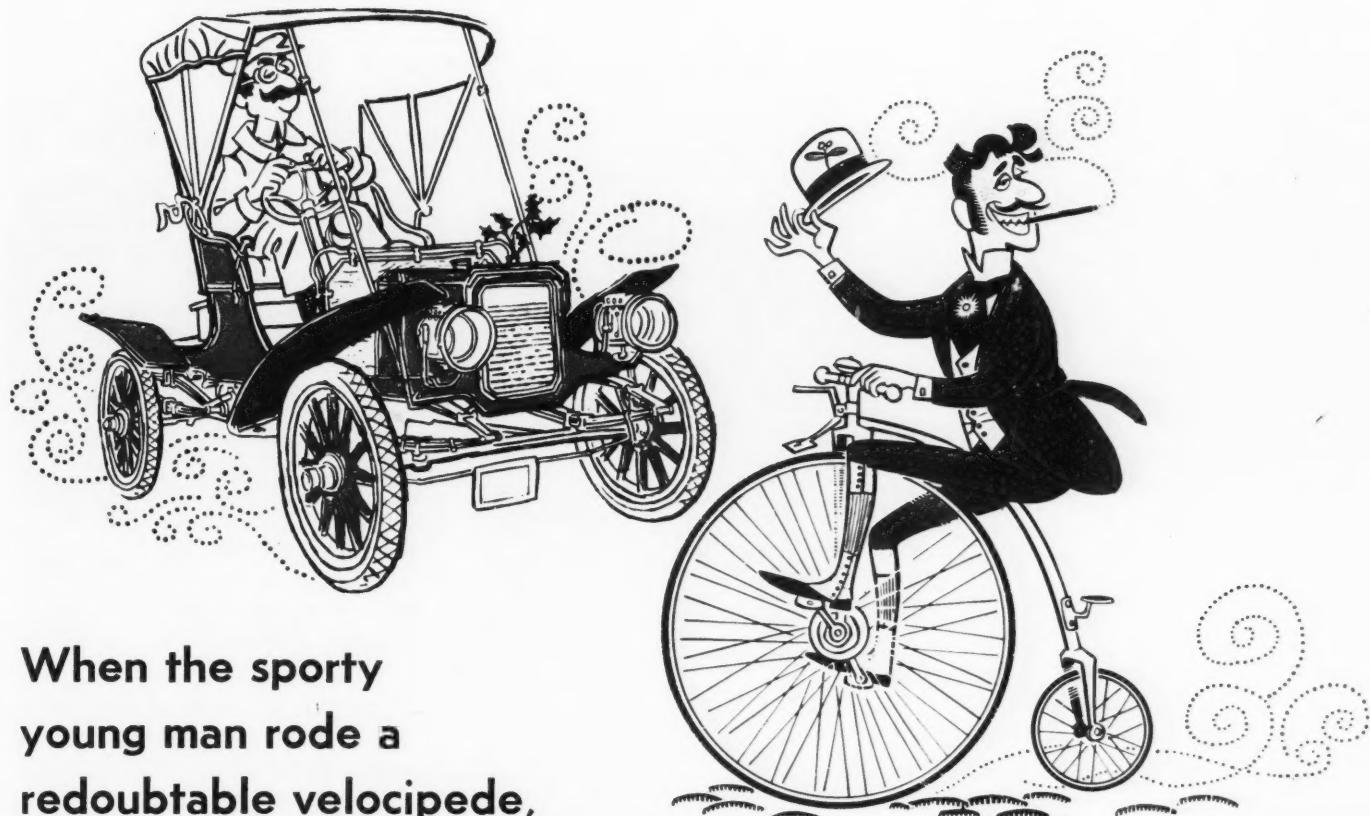
He is, in short, very little of a snob. From time to time the gossip writers try to poke mild fun at him, particularly in his role of country squire. They do their best to give the impression of a city parvenu who is not quite at home in tweeds. But Mr. Clore is perfectly at home in tweeds, and however hard the gossip writers may try, they cannot give much reality to their picture of him as a parvenu.

His country house, Stype Grange, set in 3,000 acres of pleasant Berkshire country, could hardly be less pretentious. It is a rambling white building of no architectural merit, and though it has a small indoor swimming pool and a hard tennis court neither of these amenities can be described as the exclusive perquisite of millionaires.

Racing is the only really opulent pursuit in which Mr. Clore indulges, and it is probably the only one of his activities from which Fortune has so far withheld her smile. He pays the highest prices, with little success. The experts suggest that he has not the temperament for a racing man, he interferes too much, he won't listen to the advice of his trainers. One wonders. Mr. Clore has five two-year-olds training for next year's Derby. As an outside chance they might be worth watching.

Meanwhile his empire expands, and will continue to expand. And perhaps it is significant that Mr. Clore, at the time of writing, is reputed to be in the market for Dali's latest masterpiece, a golden cup whose outside is shaped in the form of leaves. At the vibration of a human voice, the leaves open, to disclose butterflies fashioned from precious stones. This strange and beautiful conceit is symbolic of the triumph of life over death... life, in the form of a human voice.

"Open, in the name of Mr. Clore." Yes, it is very suitable.



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Chess

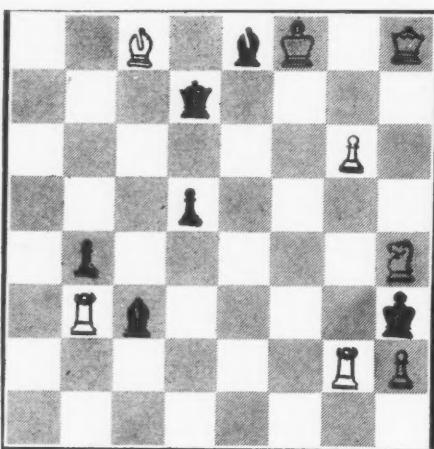
by D. M. LeDain

THE GIFTED LEONORE GALLET, when asked by American master Dr. Edward Lasker, for her views on chess, replied, "I had never considered why I liked chess. I just enjoyed it. Probably the appeal stems from the fact that chess lets one enter a realm of fantasy in which one can carry out the things she dreams about without being hampered by the limitations imposed upon women in most fields. I don't consider it possible for any woman, though, to become a chess-master. She won't be able to keep her mind on the game long enough without letting her thoughts wander. When she thinks of a beautiful move she is liable to think also about how beautiful she looks in making it. Then there is that sale she saw advertised! Oh, and so many other things! You always say chess trains

one to concentrate. I don't believe a word of it!"

Solution of Problem No. 255 (Loschinsky),
Key, 1.R-B8.

Problem No. 256, by Ella Harley.
White mates in two moves. (8 + 6)



Puzzler

by J. A. H. Hunter

"How's THE NEW apartment?" asked Andy. "I passed the place last night and very nearly dropped in."

"Why didn't you then? We're still unpacking, but I guess you wouldn't mind the mess," Jack laughed. "It's nothing very special, you know."

Andy smiled. "That's where you're wrong," he said. "Three times the cube of its number is exactly five times the fifth power of your age. Surely that's something."

"You're kidding. What's a fifth power anyway?" Jack's allergic to that sort of figures. "Five of them in a row multiplied together?"

His friend nodded, but Jack didn't bother to check the calculation.

What was his apartment number? (138)

Answer on Page 52.

What A Mix-Up!

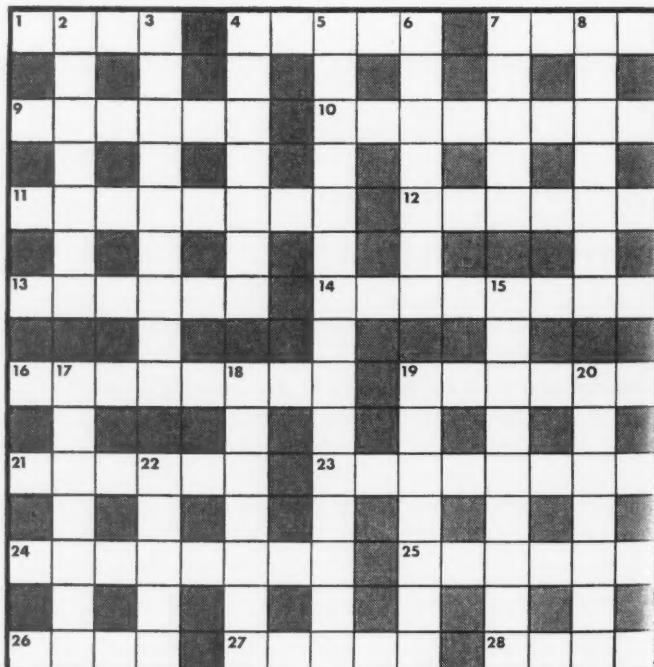
by Louis and Dorothy Crerar

ACROSS

- I've said, "No help", for a Cornish saint or a folk singer. (4)
- ... as ... can. (5)
- Was R.L.S.'s character too thick-skinned to park here? (4)
- Prime minister without guts was responsible for this school book. (6)
- A great help to climbing when in bloomers. (8)
- Are you all there? This should tell. (4, 4)
- It's drawn for life. (6)
- Certainly not a figure of speech! (6)
- There's not a single man who can be jailed as one. (8)
- Suitable shower present? (8)
- Sprinkle seed around the lot to produce a willow tree. (6)
- When not too hungry, a cannibal can, by the sound of it. (6)
- Kind of tonic I take with not quite half a calorie. (8)
- She wouldn't qualify as "The Constant Lover". (8)
- Getting ideas about fifty? (6)
- Two always looking for one. (4)
- Poses as a money-maker. (5)
- A cry for help comes to nothing. Not so good! (2-2)

DOWN

- State of Denver, Montana and New England. (7)
- Pelt Simon for being one? (9)
- In which the vehicle was delivered?—at least, the body. (7)
- Yet it could be a bottle's a strain for them. (5, 10)
- Hold it, ladies! (7)
- The fly after it is usually on it. (5)
- It expands if you set a lid up on end. (7)
- They'd be out of luck if their customers lost their heads. (9)
- The price of freedom? (7)
- 15 creations do hairdressers' creations. (7)
- It's a change for egotists to go up in smoke. (7)
- So clear, perhaps, when spoken in Delphi. (7)
- Cambridge boating song, 1960? (5)



Solution to last puzzle

ACROSS	23	Orbs	5	Overtired
1	Driven to drink	26	Creditors	6
10	Locks	28	Fable	7
11	Bee	29	Eclat	8
12	Leapt	30	One	9
13	Alice	31	Celia	16
14	Littering	32	Burnt offering	18
15	Ages			Cricket
16, 22	Marred			20
17	Sagan			Breslau
19	Rebus			21
22	See 16			Stilton
				23
				Officer
				24
				Babylon
				25
				Petal
				27
				Shelf

(505)

Letter from Australia

by Harry E. Mercer

A Changing Pattern in Urban Life

RETURNING TO SYDNEY after an absence of eight years was at first something of a let-down. What I had read in Canada about this second greatest European city of the Commonwealth led me to expect economic, social and architectural transformations.

First impressions almost prompted a return to Canada. Sydney's environment retains its natural beauty, but the city itself is still one of the least attractive I know. Evidence of the much-publicized construction boom falls far short of what meets the eye today in Montreal.

Since I have been away the cost of living has jumped about 80 per cent, while Canada's has gone up only about 18 per cent. Inflation here murders the national average wage, which in the same period has climbed from about \$35 a week to only \$42.

Customer service as Canadians know it is still a novelty in Sydney. My wife returned bewildered to our King's Cross apartment (\$26 a week and leaking taps) after her first shopping spree.

Shop assistants she found friendly and helpful. But they handed her purchased

items (including six oranges) one by one. Upon request they were wrapped—in newspaper.

But that was a month ago. Now, after looking around a bit, it seems to me that Sydney is about to plunge into a development adventure that could place it among the world's most go-ahead cities.

The once distinctive Australian way of life, moreover, appears set for a complete re-patterning. An accurate prediction 10 years ago of Sydney's current downtown and suburban building programs would have provoked gales of cynical laughter here. But now the face of the city is about to be remodelled.

Both State government and private interests are working frantically to satisfy a 20-year building backlog. Typical are the intentions of the New South Wales Housing Commission and the giant new Lend Lease Corporation.

Early next year the Commission will begin in the Sydney district of Hoxton Park the biggest housing project ever undertaken in Australia. At a cost of \$55 million, a new suburb will be built to accommodate 23,400 people in 6,000 houses.

Lend Lease Corporation, under the energetic directorship of Dutchman Gerardus Dusseldorp, already has \$80 million worth of Sydney projects in hand. One of these, to cost \$45 million, entails replacing a 26-building city block with a single, park-girded structure of 45 storeys.

The brief history of this company is a model lesson on how to get rich quick in Sydney. Dusseldorp set up shop with a capital of \$220,000 three years ago. Last weekend the Corporation's shares were valued at \$10 million on the Sydney Stock Exchange.

But Sydney is at present too poorly planned (downtown streets follow the original bullock tracks) and too big (population now exceeds 2,200,000) to display alterations to advantage in a hurry.

Most noticeable to me was the swiftly changing way of life of Sydneysiders. Ten million Australians now drive some three million motor vehicles, an ownership rate not so very far behind Canada's. When the Ford Falcon was introduced last



Sydney: Far short of Montreal?



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month, one Sydney dealer claimed he took 500 orders in two hours.

Refrigeration in Sydney homes must now be universal. And although TV was introduced here only about five years ago, forests of antennas in residential suburbs indicate high ownership.

Sydney men a few years back were often rated by fashion-conscious visitors among the world's worst dressers. Today, with crew cuts to boot, they are difficult to tell apart from North Americans.

Why on this go-ahead scene are store purchases still wrapped in newspaper? With prices soaring ahead of wages, how can Australians afford to splurge so much on luxuries?

The answers, I think, are found in an intriguing blend of history in the making and a strong undercurrent of American influence. When World War II broke out, Australia depended economically and emotionally on Britain. It was then a complacent, intensely provincial country. I recall overhearing on a Sydney street pre-war a local inhabitant loudly advising a European stranger to go back where he came from.

It shocked Australia early in the war to learn that Britain could not be relied on for aid. As it turned out, the United States saved Australia from a Japanese invasion.

Australia let go the apron strings of Britain early in post-war years. Forced development of secondary industries has since established the young nation as the greatest industrial power in the Southern Hemisphere.

Getting away from things English, moreover, went far deeper than refraining from eating steam pudding in the heat of Christmas Day. Sydney led the way in showing a preference for American ways. Among the first imports from across the Pacific was the idea of hire purchase. As a result, never before in Australian history have so many owned so little of what's in their homes and garages.

An interesting side-note to this trend is an obvious loss of grip by the once all-powerful trade unions. Workers, in debt well above their pockets, have developed an aversion to income-robbing strikes.

But old habits die hard. The ordinary folk of Sydney are not yet accustomed to demanding high standards of service.

Neighbors warned us when we moved into a new apartment block (complete with leaking tap) not to buy too large a garbage can. If it's too heavy, they said, the collectors might refuse to empty it.

We badgered the estate agent by 'phone for two weeks about the tap. To get it fixed we were forced to turn up at his crowded office on a Saturday morning and register the complaint publicly in loud voices.

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Nixon: "Cover me with powder".



Kennedy: A six-year hair cut.

Television

by Mary Lowrey Ross

Great Political Suspense Drama

THE WESTERNS, the detective mysteries and the situation comedies go on and on and the more they are renewed the more they continue to be exactly the same. Meanwhile the most fascinating and variegated program on the air promises to be the U.S. Presidential election.

There has never been an election campaign so ideally suited as this one to the demands and facilities of television. The Eisenhower elections were staid affairs and President Truman depended for election less on television, or even on radio and the press, than on his own unshatterable self-confidence. The present campaign, however, finds Nixon, Kennedy and television all at the height of their powers and all working together in flawless unity. The result is a remarkable blend of production and politics which combines the excitement of World Series, suspense melodrama and billion-dollar giveaway quiz program.

The candidates are now star performers, a curious business for men dedicated to nothing less than the highest service of the nation. This is a point on which both candidates insist. Then they come into the nation's living-room, as real as life and as close as breathing, and are instantly exposed to a voracious curiosity that has nothing whatever to do with the high duties of Presidency.

"Why did he have his hair cut in that particular way, Senator Kennedy was asked in his first television-campaign interview. He gave the problem, and the question of the Kennedy millions, exactly

the same thoughtful consideration, and finally came up with the answer that he had been having it cut that way for the past six years and that he didn't feel the Kennedy millions need stand in the way of public service.

"How do you feel about the people who say they just don't like that man?" Vice-President Nixon was asked. It is a popular question with Nixon interviewers and he meets it with unfailing charm. He had been involved in many highly controversial issues, he said, and probably he had lost favor with people who disagreed with him. As for his appearance, "I could shave thirty seconds before going on the air," he said, "and they would still have to cover me with powder." He spoke with great candor and seriousness and seemed grateful to be able to clear the unfortunate matter up.

It is a little as though President Woodrow Wilson had been invited before the cameras to silence the whispering campaign that he was having trouble with his feet; or as if President Calvin Coolidge had been asked to comment on the criticism that he looked as though he had been weaned on a pickle. Mr. Wilson would have met this type of query with frosty distaste, Mr. Coolidge with wizened silence. Nixon and Kennedy, however, are accustomed to the fierce intimacy that presses in on them from millions of little lighted windows and they accommodate themselves to it with professional grace.

Each has his own talents and advantages before the camera, and neither neglects them. The Senator is more photogenic than the Vice-President, but the



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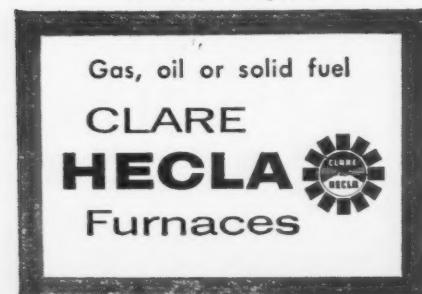
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Vice-President has a better sense of timing than the Senator. The Kennedy smile is watchful but always available. Mr. Nixon tends to reserve his smile, but when it comes—flash, flash—it is brilliantly effective. Both are gifted ad-libbers. Both have the support of wives who might have come straight out of a casting director's dream. (Mrs. Kennedy is englamored with wealth and beauty; Mrs. Nixon has the smiling invincible fortitude of the ideal wife in a daytime serial.)

Senator Kennedy—like Nelson Rockefeller, also a gifted television performer—has the easy confidence of the very rich. Mr. Nixon has the equally confident air of a man who knows how to get along on his own resources. Both carry the special aura of authority indispensable to the public figure who must depend as much on his Hooper ratings as on the Gallup Poll.

Nothing quite like this has ever been seen before, either in politics or on television. In fact the whole course of the Presidential campaign could be written in terms of the television interview, and even in the actual titles that television has invented. For instance:

"Mr. Vice-President, there have been rumors that you have deserted some of the policies of the Eisenhower Administration. Are you having Trouble with Father? Do you still believe that Father Knows Best?"

"If you become The People's Choice, Mr. Senator, will The Guiding Light be Rome or the Vatican?"

"There have been rumors, Mr. Vice-President, about so-called 'dirty' tactics in connection with previous campaigns. Are you prepared to Face the Nation and explain that you are The Real McCoy and not just Mr. Fixit?"

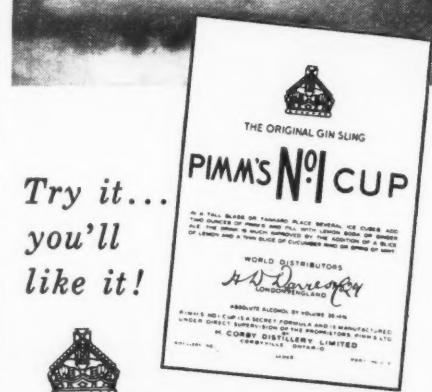
"You are now entering the Twilight Zone of the American Presidential election. Will the Twentieth Century under your leadership mean the Edge of Darkness or A Brighter Tomorrow?" And, to the American electorate:

"Take a Good Look. Who Do You Trust? The Verdict is Yours."



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Insurance

by William Slater

Older Drivers

When my insurance agency renewed my auto policy recently I found they had reduced my coverage from \$100,000 inclusive limits to a standard 10, 20 & 5. When I asked them the reason they said this was general policy for drivers over 70. I am now 72 but am fit and well and like to use the car to get around a bit. Is there anything I can do about this? W. D. Hamilton.

You're in the same circumstances as the younger drivers now. Most insurers prefer to limit the risk to standard limits. You could try another agency but I would suggest that the policy of discretion is to accept the policy as renewed. I have no doubt you are fit and able as you say. But there are a number over 70 who are not as fit and not as able as they used to be, hence the rating down of the risk. Nothing to stop you driving for years yet if you keep fit and able.

Smaller Claims

When an elderly man was knocked down and slightly injured at a Toronto street crossing the driver of the auto admitted it was his fault and took the victim to the hospital for attention. Now, his auto insurance company refuses to pay the claim of \$73 unless the victim obtains a court judgment.

The victim, a citizen of good repute, says he is not going to start going to court at his time of life to sue anyone. He thinks the driver, or his insurer, should recognize and meet the liability. He asks what liability insurance is for, if the victim is to be left to pay the cost. Personally I think this particular insurance company is trying to get out of paying small claims in this way by chiselling.

This seems to me to be a vicious and reprehensible practice for any insurance company to be guilty of. The Ontario attorney general found it necessary to appoint a Queen's Proctor for the divorce law. I think we have an even greater need of a Queen's Champion to defend the public against such unprincipled scoundrels in the insurance business who hide behind the facade of honest capitalism while doing it so much harm and disrepute by their actions in cases like this. R. E., Toronto.

I have heard rumors of the odd company which attempts to get out of paying small claims in this way and I have no doubt they succeed to a substantial extent. But I can assure you that only a small minority of auto insurers would be guilty of such action. The best reputation a company can build is for quick and honest settlement of just claims. But if you don't want to be guilty of leaving an innocent victim wishing he had never had the misfortune to have suffered injury at your hands, then make sure you buy your auto insurance from a reputable company. Select a reliable agent you can entrust with this responsibility. It's important.

Congenital Defects

Would it be possible to take out some form of insurance protection that would provide funds that would be helpful in the event a baby is not normal? Is there such insurance available in Canada? — K.J., Windsor.

Continental have a policy, claimed to be the first of its kind in Canada. Premium is \$58.50 for three years and the policy pays up to \$2,500 depending on the malformation or congenital defect. Estimates show between 2% and 3% of all children born in Canada suffer from some form of congenital malformation. This is a new field of insurance.

Junior Life

Are there special policies of life insurance for juniors and what age classifies a junior? How is this usually arranged? — Mrs. R. B., Ottawa.

What is described as a policy on a junior is usually any policy on the life of a child of 14 or under. But there are many variations and governing limitations on the insurance policies that may be issued to children.

One fairly common type of policy is sometimes referred to as the Jumping Junior. A sum of insurance, usually sufficient to cover death expenses in the event the child dies during the younger years, is provided for but on reaching age 21, for example, the amount of insurance multiplies by five times or so, getting the

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ANNUITIES

To: Director, Canadian Government Annuities,
Department of Labour, Ottawa, (Postage Free) SN

Please send me complete information on Canadian Government Annuities.

My Name is (Mr. Mrs. Miss)

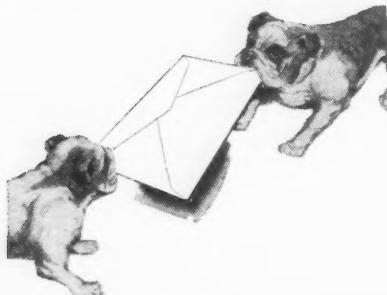
I live at

Date of Birth

Age when annuity to start Telephone

I understand that information given will be strictly confidential

Don't worry, it's
a GLOBE envelope
with "Bull-Dog" gumming!



youngster off to a good start on a future insurance program.

Two important points to remember about this type of insurance coverage are the possibilities that the person paying the premiums may be totally disabled or die before the child reaches 21 and achieves the usual whole life coverage of \$5,000 at that age. To meet this contingency it is wise to purchase waivers of premium, at extra cost, to insure the maintenance of the policy.

Since the purchaser is normally the father, he may require a medical to qualify. Discuss the situation with a good life insurance underwriter and give him the particulars required. I have given the sum of \$5,000 at 21 as a typical example but this amount may of course be increased.

Demerit Increases

Is there a new report published by the Ontario Government on auto insurance and are there changes to be made in the points of the demerit system?—D. A., London.

The auto report of the select committee appointed by the Ontario government will not be ready for submission until 1961, it is expected. Compulsory plans in the U.S. and in Saskatchewan are under study, along with the Royal Commission report from Nova Scotia and other data on financial responsibility plans.

Definite changes are contemplated in the points system. It is believed that the penalties for speeding and for failure to stop at stop streets will be more heavily penalized as contributory causes of accident.

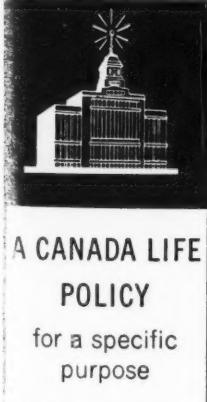
Drunken Drivers

What happens to my claim for damages when I am knocked down by a driver later charged and convicted for being intoxicated? His insurance adjuster says the policy was invalidated because of the conviction. Should I sue? I have a good case, with witnesses, and I was walking across the intersection with the green light in my favor. It is a small claim but I feel that there is evasion somewhere here. — D. McK., Toronto.

Convictions for driving an auto while impaired or intoxicated invalidate an auto insurance policy as far as the named insured is concerned. But such convictions do not invalidate the insurance underwriter's responsibility for damages suffered as a consequence by any innocent third party. You go right after that insurance company if the facts are as stated. You'll find they'll pay. And don't forget to report its attitude and action to the Superintendent of Insurance for Ontario also.



PENSIONS



'I never thought about it like that!'

Insurance is like a piece of fine art—the longer you have it, the more valuable it grows. And when you start a Canada Life Pension Plan while you are young, you can look forward to independence when you retire. Added thought: Your Canada Life man can show how the payments to this plan may be tax exempt. See him soon.

The **CANADA LIFE**
Assurance Company

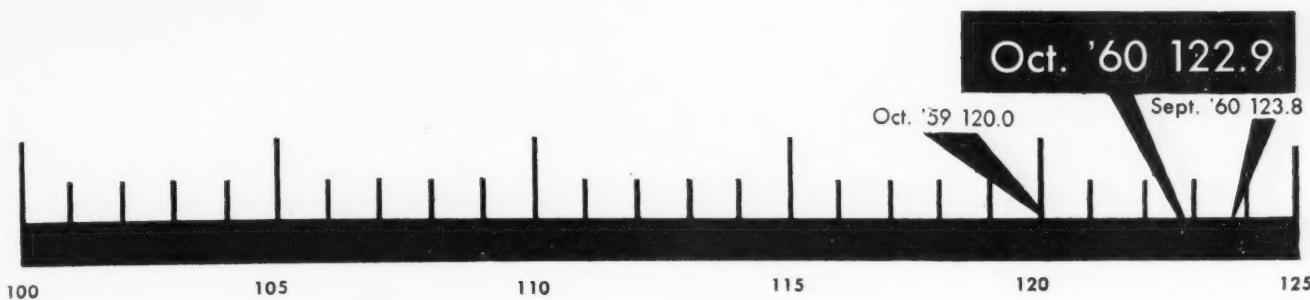


More than 200 years ago, we put the first number on a bottle of White Horse so we'd know its life history, and its owner would be sure of its greatness. We still do... and for the same reason. Millions of bottles later, each number is still your guarantee that White Horse is Scotland's finest whisky. It means simply this: **IF YOU HAVE A TASTE FOR GREAT SCOTCH** 

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Business Index for October



100 105 110 115 120 125

Indicator Table	Unit	Latest Month	Previous Month	Year Ago
Index of Industrial Production (Seasonally Adjusted)	► 1949 = 100	164.1	167.5	164.8
Index of Manufacturing Production (Seasonally Adjusted)	► 1949 = 100	145.6	149.2	148.8
Retail Trade	► \$ millions	1,350	1,413	1,388
Total Labor Income (Seasonally Adjusted)	► \$ millions	1,529	1,531	1,471
Consumer Price Index	► 1949 = 100	128.4	127.9	127.1
Wholesale Price Index of Industrial Raw Material	► 1935-39 = 100	242.0	240.8	243.7
Manufacturer's Inventories, Held and Owned	► \$ millions	4,432	4,480	4,302
New Orders in Manufacturing	► \$ millions	1,927	1,980	2,020
Steel Ingots Production	► '000 tons	426	437	478
Cheques Cashed, 52 Centres	► \$ millions	22,508	25,882	23,747
Total Construction Awards (Hugh C. MacLean Building Reports)	► \$ millions	289	221	339
Hours Worked in Manufacturing	► per week	40.4	40.1	41.0
Index of Common Stock Prices	► 1936-39 = 100	251.3	249.3	255.4
Imports	► \$ millions	469.3	426.7	427.3
Exports	► \$ millions	480.4	465.0	409.7

Most latest figures are preliminary ones.

MOST OF THIS YEAR our economy has been fighting to avoid sliding downhill. Many things were pushing us to recession but others were pushing back to keep us at least level. The struggle is getting tougher. This month the SATURDAY NIGHT indicator dropped back a point from where it stood in September. Some are reading panic into the current situation and saying that the most pessimistic forecasts made by several economists early this year are about to be realized.

We could move quickly down but there is still a hefty amount of evidence that this won't happen. Also, some of the current investigations into our economy may soon give us better insights into our problems—and the keys to what to do. In any case there is a lot more real concern these days in contrast to the verbal concern of other years.

In the second quarter of 1960 our Gross National Product, seasonally adjusted to annual rates, was \$35,048 millions, a good one and a half per cent below the figure for the first quarter of the year. The last

time we had a drop like this was late in 1957. A fair share of the current tumble was due to the slimming demand for our exports, compared to demand in the first quarter of the year. There was a fall in the external demand for our goods and services of eight per cent, seasonally adjusted. There has been a rebound, however, in our exports of goods in July and August and this will show up in the third quarter figures. In July exports were up eight per cent compared to the same month of 1959, while in August the comparative increase was 17 per cent.

The revised capital expenditure figures which Ottawa issued early this summer showed businessmen intending to spend more on new plants and machinery this year than they had figured on a half a year previously. However, their actual spending did not show an increase in the second quarter—on the contrary. There are still six months of figures to look at. Hugh C. MacLean Building Report contract awards for the first nine months of this year show industrial building con-

tracts ahead of the same period of 1959 by ten per cent; business building contracts are up by five per cent, while those for engineering projects are ahead by 30 per cent. (Housing is still below by 35 per cent).

Seasonally adjusted, the percentage of unemployed is running around seven per cent of the labour force level. This is far too high but it has not been growing rapidly in recent months. Winter will tell the full story, however. New orders for our manufacturing industries are maintaining a fair rate and not falling sharply as many seem to feel. Our steel mills are still running at over 80 per cent of capacity. However, retail sales have not built up a head of steam at all this year; in volume they are below those of a year ago.

Add it all up and you can see that the economic struggle is getting rougher but the battle against a sharp recession has by no means been lost.

—by Maurice Hecht

(Saturday Night's Business Index is a compilation of statistical factors bearing, generally, on Canada's gross national product. It is designed to reflect pace of economic activity. The base 100 is drawn from 1955 data.)

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LOBLAW COMPANIES LIMITED

Notice is hereby given that a dividend for quarter ending November 30, 1960, has been declared on the Capital stock of the Company as follows:

Preferred Shares	60 cents
Cumulative Redeemable Class "A" Shares	12½ cents
Class "B" Shares	12½ cents

The dividend will be payable December 1, 1960, to shareholders of record at close of business on the 2nd day of November, 1960. The transfer books will not be closed. Payment will be made in Canadian Funds.

By Order of the Board.
R. G. MEECH,
Secretary.

Toronto, September 29, 1960.

LOBLAW GROCERIAS CO. LIMITED

Notice is hereby given that a dividend for quarter ending November 30, 1960, has been declared on the Capital stock of the Company as follows:

First Preference Shares, Cumulative	37½ cents
Redeemable, Series "A"	per share
Second Preference Shares	59 cents

Common Shares

The dividend will be payable December 1, 1960, to shareholders of record at close of business on the 2nd day of November, 1960. The transfer books will not be closed. Payment will be made in Canadian Funds.

By Order of the Board.
R. G. MEECH,
Secretary.

Toronto, September 29, 1960.

Gold & Dross

Britalta Pete

I am puzzled as to whether to retain my holding of Britalta shares. Last year they sold some property for \$10 million but have not declared any dividends.—C.F., Dundas.

Britalta Petroleums Limited is a producing-landholding-exploration company based on operations in western Canada, the U.S. and Venezuela. Recent market valuation of the issued 3.9 million shares was approximately equal to net liquid assets, and reflected the depression in western petroleum stocks, although the diffusion of the company's interests in three countries may have been a factor. The market also may not have liked the possibility of entering other fields, foreshadowed in the 1959 annual report.

The \$10 million sale involved the transfer of the company's one-half interest in certain leasehold rights and wells in the Many Island Lake gas field to a subsidiary of the Saskatchewan Power Corp. for \$1 million cash and \$9 million bonds, which are obligations of the province of Saskatchewan. The bonds are fully negotiable and, while there is no immediate intention of disposing of them, they may be sold if capital needs or opportunities for attractive investment arise.

From the standpoint of the Canadian investor, Britalta is only nominally—although legally—a Canadian corporation. Most of its directors, including the president, are resident in the U.S., and the absentee-landlord nature of its directorate is evident in its annual report bearing "Printed in U.S.A."

The general prospects of small non-integrated oil companies are dubious and you might consider a switch into something with a more Canadian complexion. The early possibility of dividends is remote. Net income for the six months to June 30 was only \$3,207 versus a net loss of \$392,004 for the same period last year.

From the Past

On going through my deposit box, I found the following: Canada Quebec Mining Corp., Dwyer Elbow Lake Mining Syndicate, Fairview Amalgamated Gold Mines, Sarmac Gold Mines, New Arntfield Mines, Arnoeur Gold Mines, East

Macdonald Mines. I assume they are all dead, and the best thing to do is throw them away and thus avoid embarrassment to my executors when they take over the contents of the box.—A.L., Montreal.

Canada Quebec Mining was succeeded by Quebec Gold Research, basis one new for five old. Status of QGR unknown. Dwyer Elbow was last heard of in 1938 and is presumed dead. Fairview Amalgamated charter was cancelled in 1943. Sarmac Gold reported out of business in 1943. New Arntfield is still in existence, although the company has been idle since 1947. Arnoeur Gold Mines is alive but inactive since 1937. East Macdonald Mines, which is controlled by Macdonald Mines, planned further work this year.

If your executors have had any kind of experience, they will know almost everyone has made unsuccessful speculations.

Some Blue Chips

I have \$4,000 to invest in dividend-paying common stocks with good prospects of appreciation. What stocks would you recommend? What do you think of Canadian Marconi?—J.H., Saskatoon.

Our choice in blue chips would be Moore Corp., Int. Nickel, Bank of Nova Scotia, Bell Telephone, Steel of Canada and Hudson Bay Mining & Smelting. Yields vary from 2% to 6%—plus.

Canadian Marconi is a low-priced speculative situation in electronics and broadcasting.

Anglo American

I have held \$1,000 5½% convertible bond of Anglo American Exploration Limited since issue. Is the gas export permit issued recently likely to improve this company?—M.E., Victoria.

Anglo-American Exploration Limited is an integrated petroleum company with emphasis on oil and, while it could encounter gas as a secondary prize in drilling for oil, this aspect of its operations does not seem to have had too much impact on the market. The company had a net profit of \$229,631 in 1959 and had working capital of \$1.3 million which

must be viewed in the light of investments of \$3.7 million versus long-term debt of \$5 million. If you can afford to take a chance, you might stay with the bond.

Mines and Work

Are the following mines doing any work: Aumaque, Boymar, Eldrich, Joliette?—C.R., Noranda.

Aumaque Gold has suspended work on its Bourlamaque property and is watching developments in the area. Boymar plans 6,000 feet of drilling at Red Lake, following a 1:5 share reorganization and change of name. Eldrich is shipping gold ore to the Noranda smelter and had a net profit of one cent a share in 1959. Joliet recently did some geological mapping and was to study results for specific areas warranting investigation.

Sand River Gold

Have you any kind words for Sand River Gold Mining Company, Limited?—E.P., Ottawa.

Sand River has a variety of exploratory bets, including three groups in the Northwest Territories upon which some activity was planned with finances raised from the issue of 450,000 shares for \$40,000. While the company has had little success in its 25-year history, something has to be allowed for consistent trying.

American Growth

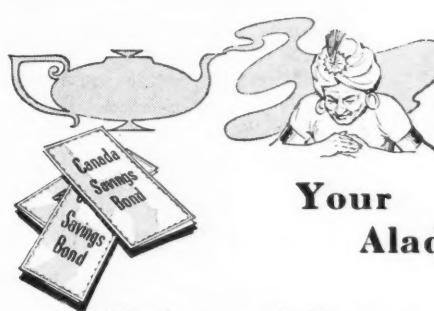
I have been solicited to invest in American Growth Fund by means of monthly payments. What do you say?—F.H., Toronto.

AGF has for its objective capital enhancement and income primarily through purchases of equities in American growth industries, especially those projecting growth through research and of a type unavailable in Canadian equities. Since it is a Canadian incorporation, dividends enjoy a 20% tax credit whereas the U.S. equities purchased directly would not. The decision you face is whether you can afford to speculate in the type of enterprise AGF is following.

Anglo-Newfoundland

What are the plans of Anglo-Newfoundland Development Co. on their northern Ontario development? Will they go ahead with it or drop it and forget the thousands they had spent on it?—H.R., Ottawa.

We should think there is a reasonably good chance of Anglo-Newfoundland implementing its plans for northern Ontario. Conditions for an extended license agree-



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"Ready money", Byron wrote, "is Aladdin's Lamp." Certainly it is today. Ready money can mean opportunities grasped, hopes, dreams and ambitions realized. The new issue of Canada Savings Bonds is a good way to keep money "ready" until it is needed. These Bonds can be cashed at their face value anytime. Meanwhile the money is earning good interest. As agents, we offer:

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Next, the briefcase means that Montreal Trust is an efficient, forward-looking Company, to whom clients turn for responsible, competent management of their affairs. You, the client, express your wishes; Montreal Trust executes them in the light of the applicable economic, tax and legal situations.

And, thirdly, that briefcase means personal care and inter-

est. It means that your Montreal Trust Officer takes your problems to people who, with their own wide experience, can diagnose and appraise them; apply their creative ingenuity; test their suggestions against economic research and knowledge; and suggest answers that suit your needs, accurate, valid, forward-looking answers.

Whatever the size of your account or the nature of the service you need—investment or real estate management, estate planning or pension fund, or any other personal or corporate trust service—if you want personal, responsible, knowledgeable advice, phone Montreal Trust.

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The Spanish silver dollar was early obtained in Canada through trade with the West Indies. In 1777 it was officially valued by the British Government at five shillings or 100 cents, making it Canada's first real currency standard. Prince Edward Island authorities punched the dollars' centres to prevent citizens carrying them to other colonial areas where a higher, but unofficial, exchange prevailed.

Canada's First Real Money

Canada's first real money, in the form of bank notes, was issued by the Bank of Montreal—Canada's first bank—when it opened its doors for business on November 3, 1817. Later, the bank provided copper coinage. With the passing of the Currency Act in 1841, B of M coins became recognized legal tender of Canada.



BANK OF MONTREAL

Canada's First Bank

SD-277

ment were fulfilled in 1959 by building a \$25,000 access road. The province of Ontario granted a timber license conditional upon mill construction commencing by May 1, 1962, against a \$250,000 deposit. In the meantime the company is obligated to spend \$150,000 on road construction to the timber lands.

Trading Procedure

What procedure is supposed to be followed when a person phones a stock broker (in Ottawa) and asks to place a standing order to either buy or sell a small number of shares (i.e. 10 Opemiska). Specifically, I would like to know if all orders are supposed to be attended to according to the order they were received, or is it customary to attend to larger orders first? If so, is there any way one could get a small order attended to sooner?—E.W., Ottawa.

Your order would be telephoned to Toronto and then relayed by telephone to the broker's floor trader on the stock exchange.

Orders are filled according to the sequence of their reception, the time of the latter being stamped by an electric clock. A market order takes precedence over an order at a specific price.

We are, of course, talking in terms of board lots or regular trading units. Trades in quantities smaller than a board lot (odd lots) depend upon the existence of matching orders for their fills. There is no mechanism on the Canadian exchanges for trading odd lots whereas in New York a system for dealing with them as expeditiously as, and only a fraction of the price away from, board lots has been in force for several decades.

Because of the unsystematized nature of trading in odd lots it would be possible for a stock to see considerable fluctuation between the time of entering an odd-lot order and its execution. But in practice, an odd lot of an active stock will usually not be traded at a price too far away from the board lot.

Brokers maintain elaborate systems for recording and checking orders, so as to satisfy their clients. It is, however, sometimes next to impossible for their good intentions to be effected in busy, fast-moving markets. In consequence, bickering about "fills" is one of the greatest points of friction in the broker-client relationship.

Mixed Bag

What should I do with Geco bought at \$10, Wilroy bought at \$1.15, Midrim bought at \$1.10 and Portage Island Chibougamau Mines which I do not hold?—Beachville, Ont.

Geco, on which you already have a nice profit, might be retained if you feel like going along with a situation which can



THE CANADIAN BANK OF COMMERCE

Dividend No. 295

NOTICE is hereby given that a dividend at the rate of forty-five cents per fully-paid share on the outstanding Capital Stock of this Bank has been declared for the quarter ending October 31, 1960, payable at the Bank and its branches on November 1, 1960, to shareholders of record at the close of business on September 30, 1960.

By Order of the Board

J. P. R. Wadsworth,
General Manager

Toronto, September 16, 1960



THE STEEL COMPANY OF CANADA, LIMITED

DIVIDEND NO. 197

Notice is hereby given that dividend No. 197 of sixty cents (60c) per share for the quarter ending September 30, 1960, has been declared upon the shares of the Company, payable Tuesday, November 1, 1960, to shareholders of record at the close of business Monday, October 3, 1960.

By Order of the Board,

W. C. CHICK,
Secretary,
Hamilton, Ont., September 26, 1960

ALUMINIUM LIMITED DIVIDEND NOTICE

On October 5, 1960, a quarterly dividend of 15 cents per share in U.S. currency was declared on the no par value shares of this Company, payable December 5, 1960 to shareholders of record at the close of business November 4, 1960.

JAMES A. DULLEA
Secretary

Montreal
October 5, 1960



SATURDAY NIGHT

have a lop-sided market by reason of the large proportion of stock held by the Noranda-Mining Corp. Group. Distribution is the essence of representative markets.

Willroy is a gamble but has a lot more class than Midrim or Portage Island. Unless you want to bet on speculative mining ventures, you should not continue to hold Portage Island, which has been taken over by Copper Rand Chibougamau on the basis of one Copper Rand for 3.5 Portage Island.

Latin American

Some of my friends are still bullish on Latin American Mines. I am holding the stock at a loss and would appreciate your opinion on the prospects for this company.—W.L., Sudbury.

Latin American property is located in Chile, a country about which Canadian mining engineers do not know too much. In consequence it is difficult to assess the importance of development results. People who confine mining-securities gambling to domestic properties at least have the benefit of a not inconsiderable body of engineering experience with formations in various areas.

Quebec Natural Gas

The present market value of 534% debentures Quebec Natural Gas (80 to 82) and the literature sent debenture holders by the company are alarming. Are developments possible that could mean appreciable loss to holders of such an essential utility?—R.F., Montreal.

Yes. It has yet to be demonstrated that QNG is an essential utility. Natural gas is attempting to compete with coal and fuel oil in the Montreal area but so far the market penetration has been disappointing. QNG has, however, a reasonable chance of repeating the experience of natural gas in other areas, which has been one of demand ultimately catching up with supply. In the meantime, the securities holder will have to be patient.

In Brief

What are the long term-prospects of Trans Canada Pipelines and Cassiar Asbestos?—P.C., North Vancouver.

Bright.

Will a railroad ever be built to Pine Point lead-zinc property?—B.A., Halifax.

Alternative forms of transportation now being studied.

Do you recommend Cons. Halliwell?—K.F., Ottawa.

We do not recommend mining operations in foreign countries.



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Point of View

Some Proper Teeth for a Bill of Rights

by Bruce J. S. Macdonald

MAY I OFFER some comment from a practical point of view on Professor Morton's article on the Bill of Rights? (SN Sep. 17). I agree that if one has a right one should know about it and be able to exercise it.

When the courts have finally settled precisely what is meant by the Bill, it may be safe to undertake an interpretation of it for the benefit of ordinary citizens. In the meantime, however, one must be careful not to mislead the layman as to the effect of this legislation. If teeth are to be put in the Bill, we would hope they should not require the attention of an orthodontist as soon as installed.

The Bill of Rights provides that persons arrested or detained shall not be deprived of the right to "retain" and instruct counsel; not to "consult" counsel, as suggested. The distinction is not unimportant to a prisoner without funds. "To engage and pay for, or arrange to pay for, the services of counsel" is normally what is meant by "retaining," while "consulting" i.e., being advised, is what usually follows these preliminaries.

We have no public defender system, and, unless one can be classed as indigent and without a previous criminal record, the legal aid plan provided gratis by the legal profession is not available to an accused person. But such are the misconceptions respecting the Bill of Rights, that magistrates are frequently called upon these days to explain all this to prisoners demanding legal advice and assistance as of right.

Next, a warning to an accused that every statement he might make may be used "against you at your trial," is explicitly frowned upon from the judicial heights as improper. The courts have pointed out that such statements may operate in favor of an accused as well as against him, and that the words "against you" should not be employed.

Similarly accused persons should not be told that they need not give samples of blood, etc. — and that the results of such examination — may be used "against you at your trial." Certainly they should be told that they need not give a statement or a sample of blood, etc., unless they wish to do so, but they should be told that it is their privilege also to do so if

they wish: — not simply that it will be limited to use "against" them if they do.

I suspect that Professor Morton will contend that the Crown seldom uses such statements or examinations unless they tend to support the charge against the accused, and that may be so with regard to statements. It is not so with blood or breathalyzer tests for alcohol. For if the Crown, having obtained such tests, is so unfair as not to introduce them in evidence, whatever they may be, the defense may do so if the result is helpful to the accused.

Over the years that these tests have been employed, I have seen scores of charges of drunk driving reduced to impaired driving, dismissed altogether, or withdrawn by the Crown because the tests either contradicted or cast a reasonable doubt upon the observation evidence of the police as to the condition of accused. It has saved from a conviction many diabetic and other persons showing symptoms of disease.

As for statements, why should not the innocent person be given the first opportunity to establish his innocence in this way? Dozens of prisoners every year in this County have been released by the police, or charges have been withdrawn by the Crown, where the statement of the accused has for example (a) established an alibi which on investigation has proved to be true; (b) given an explanation which might reasonably be true for the possession of stolen goods; (c) shown evidence of consent or previous misconduct in sex cases, or of malice, with respect to the complainant; or (d) introduced such an element of doubt in any type of case as to warrant dropping the charge where police evidence is thereby rendered inadequate.

It is my experience that the persons who profit from a warning are the guilty — and they might be well advised in their own interests to say nothing. Most of them are well aware of their rights, however. But the innocent should not be told that they have no opportunity or right to clear themselves, short of a trial.

For if they do not make a statement they stay in jail or have to find bail and then stand trial, when they might well

otherwise have been free. Moreover at the trial, while no one questions their right to refuse to make a statement, they can properly expect to be cross-examined as to why they did not give their explanation at the first reasonable opportunity, so that it could be verified by the police, instead of holding it back to be sprung at the last minute at the trial, when no investigation is possible.

Is it any wonder that judges and juries frequently disbelieve such late explanation and convict in spite of it, if it is not corroborated or is in conflict with other testimony?

Finally is it fair to tell a witness, if he objects to answering incriminating questions, that while he may be forced to answer such questions, his answer "cannot be used in a later trial"? It can certainly be used in a "later trial" of himself for perjury, if he answers the question untruthfully — and that is something he should understand clearly, when being asked questions which he would like to avoid answering truthfully.

Fair questioning and scientific tests are legitimate methods of determining truth. The guiltless have nothing to fear from them, and may thereby be provided with the means of proving their innocence. The true culprit, if any, may thus be ascertained. In Canada the rights of guilty persons are protected to an extent that many escape conviction. The public does not understand that is a necessary policy of the law and is the price we pay for individual freedom in a democratic society.

With all that Professor Morton says as to the need for high professional standards and good pay for the police, as two of the best means of obtaining effective and efficient law enforcement, I entirely agree. Good progress in this Province is being made, which will be accelerated by the establishment of the new Police College.

Professor Morton is himself making a splendid contribution by articles published in periodicals which reach the public. In the profession itself, his criminal law symposium just concluded was a great success, for which he deserves the thanks of all concerned with the improvement of our criminal law and procedures.

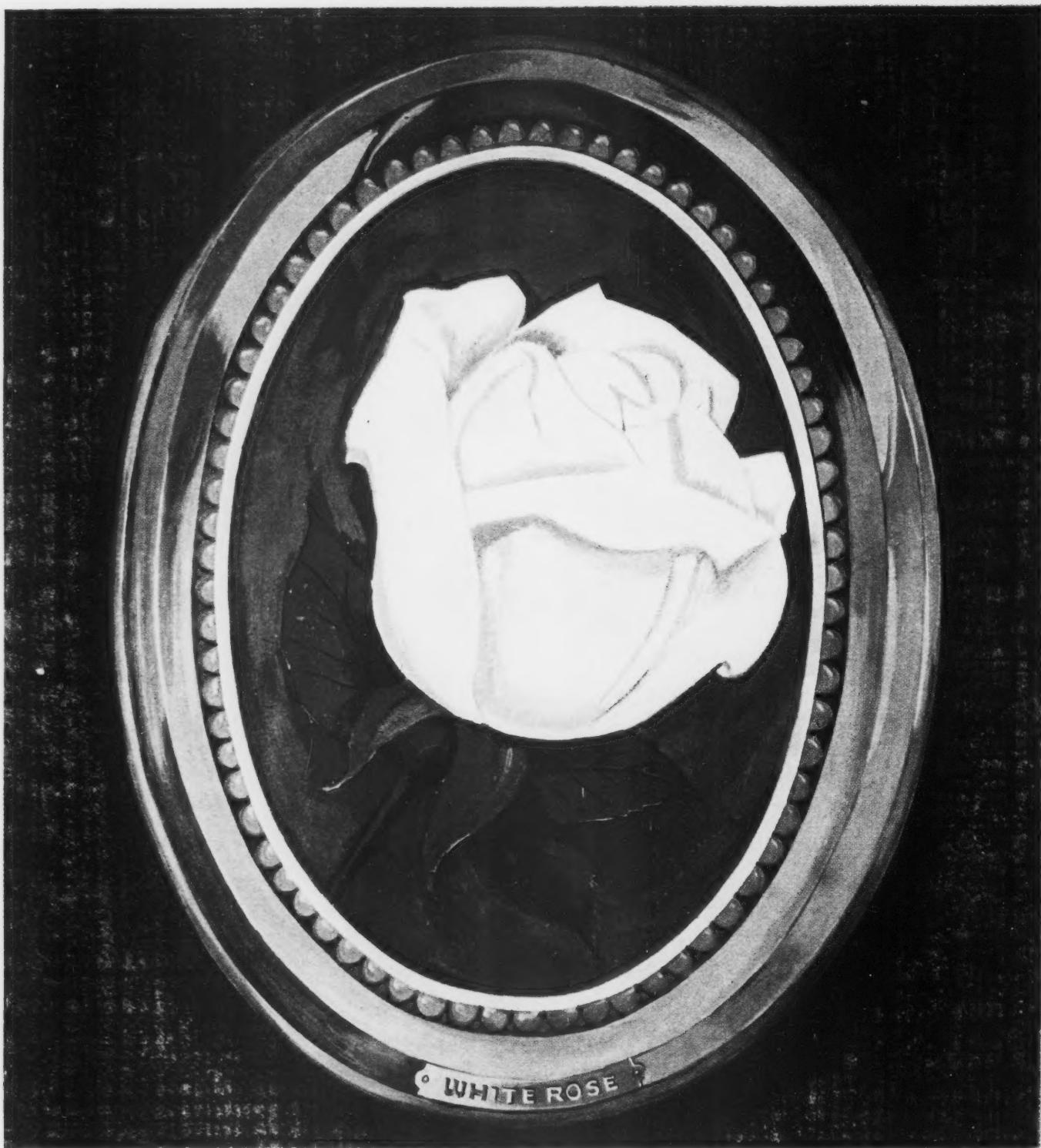
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Editor's note: Mr. Macdonald is Crown Attorney for the Ontario County of Essex.

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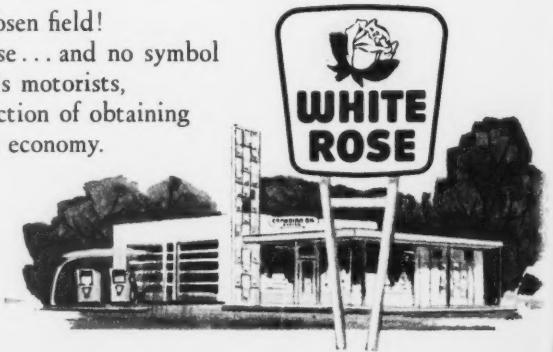


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